

Navy News

AUGUST, 1977

5p

Sword of Peace for Hong Kong

When the Wilkinson Sword of Peace trophies for 1976 were presented in London in July, the Royal Navy award went to the Hong Kong Squadron for community relations work among the Islands it patrols and with the youth of Hong Kong.

The swords were presented by the Chief of the Defence Staff (Admiral of the Fleet Sir Edward Ashmore).



What a novel naval way to imbibe your first Tot! (The last straw did someone say?). Short sips are, perhaps, best when you're not used to the stuff.

Ever keen on tradition, the Navy obeyed diligently when the Royal message "Splice the Mainbrace" went out after the Silver Jubilee Review of the Fleet at Spithead. All over the world the Tot (and in some cases a beverage a little weaker) was enjoyed by

the men and women of the Service ... in ships and establishments, large and small; in the sunshine of Hong Kong and vessels on patrol under grey skies; in London offices and remote outposts.

Origins of the famous drink are explained in an article in page 18. The young ladies pictured here sampling the issue at R.N. air station Culdrose are Wren Patricia Wareham and Leading Wrens Heather Hartford and Gillian Thomas.

RAY OF HOPE CAST ON THE HOME FRONT

Despite continuous efforts to smooth the path, housing still sets problems for Servicemen in spheres like purchase, letting on being drafted, and obtaining a Council house on leaving the Forces. A Government Green Paper just published, containing first thoughts on future housing strategy, includes several proposals which, if followed by legislation (and this is by no means automatic), would go some way to solving a number of Service housing problems.

Servicemen who let their homes when drafted would be helped by moves to simplify and speed up procedures for repossession for those with a mandatory right to it. Letting has proved an unattractive proposition in many cases in recent years, and anything which helps would be welcomed by Servicemen.

Aspiring young house purchasers could benefit from financial help for first-time buyers. This could help junior rates unable to use the Long Service Advance of Pay Scheme and sailors not intending to sign on for a full engagement.

Under scrutiny too is the possibility of making it illegal for local authorities to impose residential or other qualifications for entry to their housing lists. For many Servicemen, long periods of residence in a married quarter in a particular locality have failed to count as qualifying time towards obtaining a Council house.

A Green Paper is a consultation document which

draws reactions from many organizations and Government departments. It can lead to legislation in whole or part, or may go no further — and, in any event, swift

legislation is unlikely. It is, however, evidence that a subject is under current consideration. Meanwhile, a review of the Rent Acts is proceeding independently.

NEWCASTLE SALUTE

The latest stage in the Queen's Silver Jubilee tour around Britain in H.M.Y. Britannia took her to Felixstowe, Grimsby, Hull, Middlesbrough, and Newcastle, where thousands of people lined the river from Tynemouth to the centre of the city. H.M.S. Newcastle, still in builders' hands, dipped her Red Ensign in salute as the Britannia steamed slowly past.

Fleet move for Flag Officer Submarines

About 60 Service personnel will transfer from H.M.S. Dolphin, Gosport, to Northwood at the beginning of next year when the Flag Officer Submarines moves to Fleet headquarters with some of his staff.

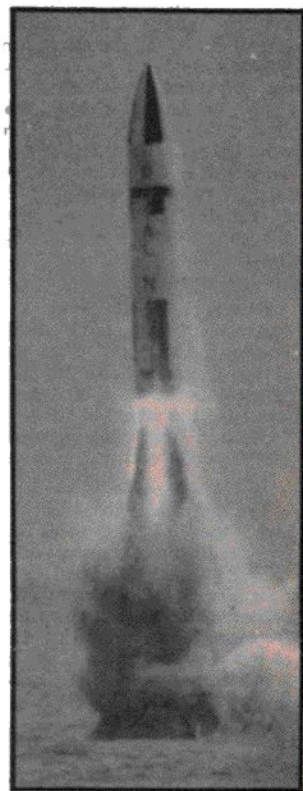
The official announcement of the forthcoming move says, "The geographical separation of the Flag Officer Submarines from Fleet Headquarters has for some time been regarded as unsatisfactory, and his co-location with the Commander-in-Chief and the Air Officer Commanding 18 Group will enable the operation of the submarine flotilla to be more closely dovetailed with that of the Fleet and the R.A.F.'s assorted maritime air resources."

For 65 years the Flag Officer Submarines appointment (currently held by Rear-Admiral J. D. E. Fieldhouse) has been based in H.M.S. Dolphin, which will continue to be the base for the First Submarine Squadron and the parent establishment for the R.N. Submarine School.

A number of the Flag Officer's staff will also remain at Gosport.

WE HAVE LIFT-OFF!

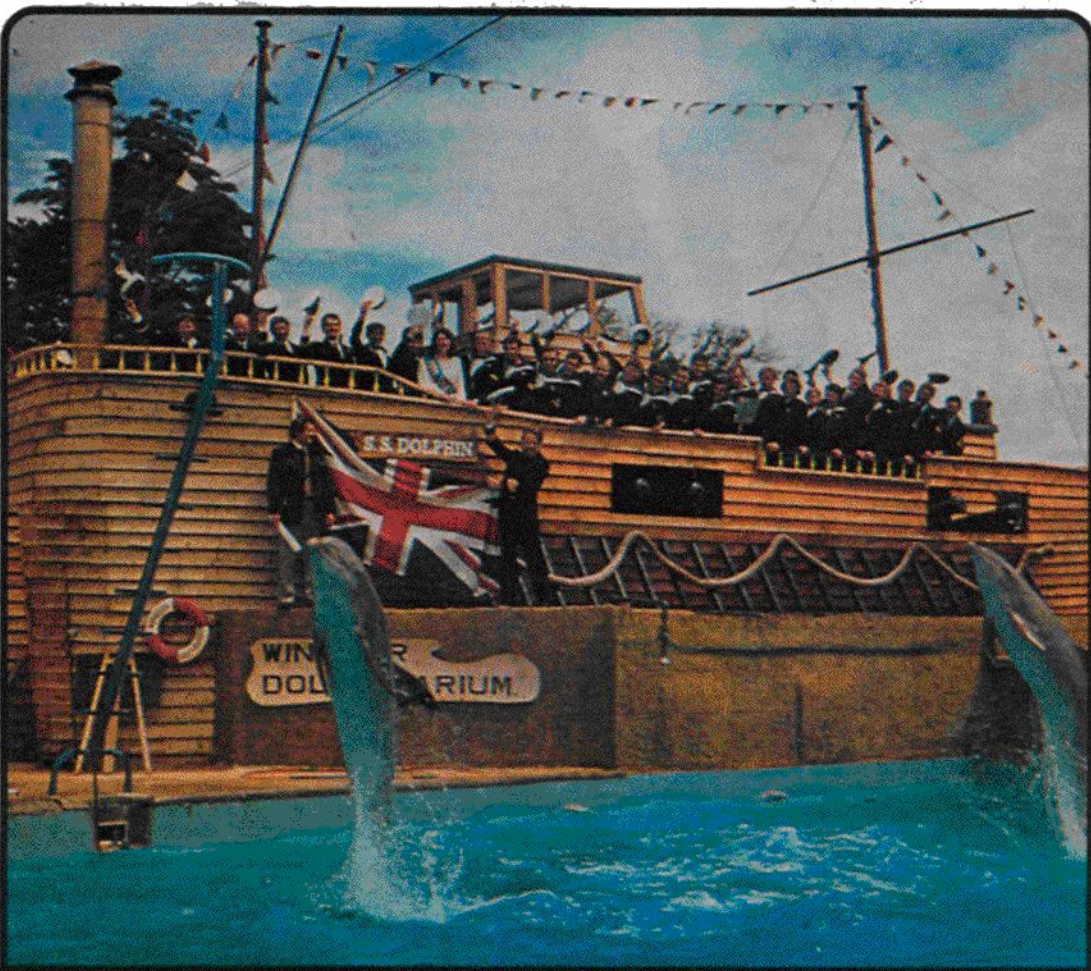
A Polaris missile, test-fired by H.M.S. Resolution (Starboard Crew) off Florida, heads for the sky. The successful submerged launch was part of the submarine's operational work-up following refit.



RESOLUTION IN FLORIDA — Page 31

TWO AWARDS OF MERIT

Once again Navy News featured in the awards list of the annual competition run by the British Association of Industrial Editors. In the class for internal newspapers (large circulation) published in 1976, we received a certificate of merit for being placed in the top nine entries — only one point behind the class winner. Another certificate of merit was gained in the class for headlines.



DOLPHINS RISE TO OCCASION

Photo: CPO(Phot) Eric Thompson

The dolphins at Windsor Safari Park rose to the occasion when sailors and Wrens from H.M.S. Dolphin and H.M. submarine Grampus visited the park. S.S. Dolphin, the new dolphinarium, was officially opened by Cdr. Graham Lalett, who was accompanied by Miss Dolphin (Wren Julia Goodall). The dolphins themselves provided a spectacular display of aquatics.

The link with the safari park began in 1974 when the crew of the Grampus adopted Ramu — a grampus, or killer whale — which was taken to the United States when he outgrew his pool.

Ship news in brief

H.M.S. *Finwhale* returned home last month after a three-month deployment to Canada, Bermuda, and America, exercising with Canadian and American surface and air forces. The Porpoise-class patrol submarine had 1,600 visitors during a visit to Portland, Maine.

Admiral of the Fleet Earl Mountbatten of Burma visited H.M.S. *Fearless* at Spithead on the day before the Silver Jubilee Review of the Fleet to address 140 midshipmen embarked for training.

After the Review the *Fearless* changed over briefly from her role as Dartmouth training ship to her amphibious role to take part in Exercise Forest Venture off the west coast of Scotland and in the Solent.

During a weekend visit to Alderney, the Type 14 anti-submarine frigate H.M.S. *Dundas* entertained 40 local officials at a reception on board, moored off the harbour entrance.

On a two-day visit to the Sixth Frigate Squadron, Mr. Winston Churchill, M.P. for Stretford, Manchester and an Opposition spokesman on defence, watched a replenishment at sea, a gunnery firing and a practice Ikara missile firing involving H.M. ships *Andromeda* and *Naiad* and R.F.A. *Olina*.

"Good mornings" and other pleasantries were exchanged when H.M.S. *Brighton* encountered three Russian ships — a *Kresta II* and two *Krivaks* — during an offshore patrol in the North Sea.

A visit to Hamburg by H.M.S. *Tartar* with H.M. ships *Antrim* and *Gurkha* included trips to the State Opera House and to the East German border.

Transiting the Kiel Canal, Plymouth's Inshore Training Squadron — H.M. ships *Flintham* and *Dittisham* — received a tumultuous welcome on a three-day visit to Ebeltoft, Denmark. The ships, which provide seagoing training for Part II trainees at H.M.S. *Raleigh*, also visited Rotterdam.

When H.M.S. *Cachalot* visited Middlesbrough her commanding officer, Lieut.-Cdr. Nicholas Crews, presented the Tilery Junior School, Stockton-on-Tees, with the Onyx Trophy on behalf of her "chummy boat," H.M.S. *Onyx*. The trophy, given to the Onyx when she first commissioned, is being lent to the school as a sports trophy while the submarine is in Portsmouth refit. A permanent gift of a sports shield was also made.

During a short break in an exercise divers from H.M.S. *London* located the huge wreck of the German battleship *Kronprinz Wilhelm* in 120ft. of clear water off the island of Cava. The 25,000-ton ship was scuttled in 1919.

Tremendous hospitality was given to H.M.S. *Berwick* on a five-day visit to Calais by both the French population and English community. The commanding officer, Cdr. W. W. F. Chatterton Dickson, laid a wreath on behalf of the ship's company at the local war memorial and a Jubilee bonfire was lit on Cap Blanc-Nez, ten miles west of the town.

H.M.S. *Hydra*'s ship's company paid a visit to 1st Gerstang (Castle) Scout Group's new headquarters and challenged the boys to a raft race on the River Wyre. The visit was the first of the newly-formed liaison between the Scout Group and the *Hydra*, now in refit at Southampton.

Ark's cable gets knotted

Knotty problems are no trouble for H.M.S. *Ark Royal*... in fact the carrier solved two particularly tricky ones within days of each other.

Tangle number one was when the *Ark*'s cable got knotted. As she weighed anchor after the Spithead Review of the Fleet, the cable party discovered that there was an overhand knot in the cable.

After working the knot through the hawse pipe the party paused for a picture (right) before getting down to unravelling the problem.

Tangle number two was The Case of the Fouled Anchor — someone else's.

While carrying out flying trials in the Channel, about 30 miles south-east of Plymouth, the *Ark* received a request for help and sent a team of seven divers to the oil rig *Zephyr One* to clear away an anchor that became fouled during mooring operations.

The team, led by Lieut. Stuart McClelland and flown to the rig in

one of the *Ark*'s Wessex helicopters, took three hours to complete the job, which involved unshackling a tug's 5in. mooring pendant from the anchor and shackling on a new one to enable the anchor to be freed.

Zephyr One, owned by Odeco (UK) Inc. of Aberdeen and contracted to the Department of the Environment, is the first rig in the Plymouth area. It is intended to seek reimbursement at the standard rate for the divers' services.

Special disc

While the *Ark* was in the Channel members of a B.B.C. team presented to the ship's company a commemorative disc of "Sailing" and "The Wombling Song," which the "Ark Choir" recorded last year.



Get out of this one (and they did!). The *Ark Royal*'s cable party prepares to unravel a knotty problem. Left to right, PO Tony Hitchcott, JS Cooke, LSEA Moran, JS Smith, AB Wood, AB Burge, JS Waddell, Lieut. Ken Elliott (Bosun), JS Tweddell, Shipt. Dave Grove, PO Jock Giles and JS Mitchell.

Picture: LA(Phot) Steven Pratt.

SAFAB TEAMS ADVISE 3,500

Since opening their doors four months ago, the Navy's five SAFABs — Sailors and Families' Advice Bureaux — have helped 3,500 inquirers over a wide range of topics.

Queries have ranged from "What are the dates of Navy Days?" to more complex matters such as tax and legal affairs.

A message of thanks from one relative, reassured after worry about a sailor's whereabouts, is evidence at a personal level of a useful purpose served. (The sailor's address was not divulged).

Confidential

Wives with no serious problem, but wishing to talk over a few minor matters, have found a willing listener and helpful advice among the SAFAB staff.

Names and addresses of those making the inquiry are not recorded, nor even asked for, unless they are needed, for example, for sending on information.

Sailors' and Families' Advice Bureaux can be used by all R.N., R.M., QARNNS and W.R.N.S. personnel and their dependants.

The staff, while not claiming to



be experts in all subjects, have some good ideas where to go for help, and they have plenty of Fact Sheets and brochures on both naval and civilian subjects.

In the picture Master-at-Arms John Hemmings shows Leading Wren (Phot) K. M. Todd some of the material available at the SAFAB in H.M.S. *Drake*. The other bureaux are located in H.M. ships *Nelson*, *Pembroke*, *Neptune* and *Cochrane*.

JUBILEE TOWELS

Jubilee hand and bath towels are being sold by the Sea Cadet Corps to raise funds. Specially designed and woven from 100 per cent. cotton in blue and gold, the towels sell for £1.90 and £3.90 respectively.

Orders should be directed to Mr. Laurie Kerr, Promotions and Appeals Secretary, The Sea Cadet Association, Broadway, Wimbledon, London SW19 1RL.

Defence report: Minister's reply

Phasing out of the Polaris Force and the paying off of four major ships of the Royal Navy were mentioned in a national newspaper report in July as being among the ways suggested by a Labour Party study group of reducing defence expenditure by about 28 per cent.

The report resulted in a statement from the Secretary of State for Defence (Mr. Fred Mulley) who said, "I dissociate myself completely from the conclusions of the report prepared by the Study Group of the National Executive Committee of the Labour Party on defence expenditure, the arms trade and alternative employment."

"Dr. John Gilbert (Minister of State) and Mr. James Wellbeloved (Under Secretary of State for the R.A.F.), who took part in some of the deliberations of the group, wish me to make clear that they also dissociate themselves from the report, and indeed, together with Mr. John Tomlinson, Under Secretary

of State at the Foreign and Commonwealth Office, have submitted a document setting out the Government's policies and the reasons for them.

"Decisions on the right level of defence expenditure must be a matter of careful balance. While it would be wrong to bankrupt the country by spending more than our economy could afford, it would be absolute folly not to take the measures necessary to protect our way of life."

"The Government remains firmly committed to its policy set out in the White Paper published earlier this year of making a substantial contribution by land, sea and air to the NATO Alliance."

"It is important to see this report for what it really is. It is a contribution to debate from people who hold strong views about the level of our defence expenditure. It will be further considered by the Labour Party's National Executive Committee in due course."

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

AB(MW). D. Branley, H.M.S. *Cuxton*. Due six-month refit in Rosyth. Will swap for any Portsmouth ship or hunter.

STD. A. Howe, H.M.S. *Ark Royal*. Due NATO Area deployment. Will swap for any Portsmouth ship.

MEA(P). ADQUAL 2. T. W. Summerfield, FCO's Mess, H.M.S. *Vernon*. Drafted to H.M.S. *Hermes* (Devonport), January. Will swap for any Portsmouth ship.

MEM1 (JBD AMC). S. P. Gunby, Chatham Reserve Ship Unit (H.M.S. *Hardy*), five months' shore time. Will swap for Portsmouth F.M.G. or H.M.S. *Nelson* ship's company. Replies to Mountbatten 203, H.M.S. *Pembroke*.

AB(S). J. Dixon. Drafted to H.M.S. *Arrow*, August 30. Due transatlantic deployment. Will swap for any ship day running from Portsmouth. Replies to 20, Campbell Road, Southsea.

ALWTR. J. Donovan. Detailed R.A.F. Honington, Suffolk, September 29. Will swap for any Plymouth shore base or ship in refit. Replies to H.M.S. *Raleigh*.

RO1(G). D. J. Balch, 2E Mess, H.M.S. *Glamorgan*. Drafted to Staff of FONAC, R.N. air station Yeovilton, late November. Will exchange for any Portsmouth shore base or ship in refit. Replies to 513, Hawthorn Crescent, Cosham, Portsmouth.

AB(M). J. Prior. Drafted to H.M.S. *Bristol*, November 14. Will exchange for H.M.S. *Falmouth*, G.M.D., or any other Portsmouth ship with 4.5in. Mk. 6 turret.

ALAM(AE). G. Taylor, 707 Squadron, R.N. air station Yeovilton. Will swap for any Portland draft. Replies to 3, St James's, South Petherton, Yeovil.

LS(R). M. F. Coffey, 3G Mess, H.M.S. *Leander*. Will swap for any Ikara *Leander*, preferably based at Devonport.

LMEM. D. Parry, Flight Deck Training Unit, H.M.S. *Osprey*, Portland. Drafted H.M.S. *Yarmouth*, December. Due long Rosyth refit. Will swap for any Portsmouth ship or shore base.

AB. — Eveleigh, 2 Mess, H.M.S. *Herald*. Due to deploy to West Africa in New Year. Will swap for any Plymouth, Portland or Portsmouth shore base, or ship due long refit.

SA. M. A. Butler, 3C Mess, H.M.S. *Tiger*. Due deployment to Far East and Australia. Will swap for any Portsmouth shore base or ship in refit.

LRO(G). P. M. Daykin, R.N./R.A.F. Common Plymouth. Will exchange for Common Whitehall or any London area draft.

ALMEN. A. Hick, 3D2 Mess, H.M.S. *Tiger*. Due deployment to Far East and Australia. Will swap for any Portsmouth shore base or ship on home sea service.

LMEM. A. Payton. Drafted H.M.S. *Blake*, November 15. Due transatlantic deployment. Will swap for any Portsmouth or Portland gas or diesel ship or any Second Frigate Squadron ship. Replies to P.C.G., H.M.S. *Vernon*, or 18, Browning Avenue, Paulsgrove, Portsmouth.

JMEM1. I. Mowl, 3M Mess, H.M.S. *Rhyl*. Due Far East deployment. Will swap for any Chatham ship.

SA. A. Robertson, Blake C Mess, H.M.S. *Seahawk*, R.N.A.S. Yeovilton. Drafted H.M.S. *Intrepid*, October 3. Long refit in Portsmouth. Will swap for any ship going foreign in the near future.

RO1(G) (with PV). S. Sharp, 3E Mess, H.M.S. *Plymouth*. Drafted COMNAVSOOUTH, Naples, October 3. Will swap for any Medway or London shore draft. Replies by August 5, after that telephone Halifax 246073.

LCM. M. Cotton, H.M.S. *Endurance*. Due to deploy end of year. Will swap for any shore draft or ship in refit in Chatham, London or Portsmouth.

AB(S). S. M. Evans, 219 Mess, H.M.S. *Cochrane*. Will swap for any Plymouth shore base.

CREL. R. Dixon. Drafted H.M.S. *Broad-sword*, March. Standing by at Glasgow until December, then Devonport. PJTs commence September. Will swap for any Portsmouth ship. Replies to 12, Southmead Road, Fareham, Hants or Senior Rates' Mess, Fraser Gun Range.

AB(R). E. Hunt, R.N.P.H.Q., H.M.S. *Drake*. Drafted H.M.S. *Lindisfarne*, December 12. Being built Aberdeen to be based at Rosyth. Will exchange for any Devonport ship.

AB(R). A. McGoff, 12 Mess, H.M.S. *Achilles*. Drafted H.M.S. *Chichester* (standby squadron, Chatham), as RSU and living in H.M.S. *Pembroke*, December. Will swap for any Devonport ship going foreign.

STD. G. O'Driscoll, COE Mess, Cheeseman Block, H.M.S. *Osprey*. Drafted H.M.S. *Intrepid*. In long refit at Portsmouth. Will swap for any sea-going ship.

LMEM. F. Chesser, H.M.S. *Sultan*. Drafted H.M.S. *Ark Royal*, September 1. Due NATO Area deployment. Will exchange for any Portsmouth ship. Replies to 12, Court 15, Howe Road, Rowner 3, Gosport, Hants.

LRO(G). C. Rawson, Rodney 21 Cabin, H.M.S. *Mercury*. Drafted CINCNAVHOME. Will swap for Whitehall or Northwood.

WREN SA. G. Valentine. Drafted H.M.S. *Seahawk*, September 5. Will swap for any Portsmouth shore establishment. Replies to H.M.S. *Dryad*.

AB(MSW). D. H. McLean, 7 Mess, H.M.S. *Fearless*. Devonport ship due deployments to Mediterranean and Caribbean. Will swap for any Scottish shore base or Rosyth ship.

MEM1 AMC. D. R. Shipperley, 3M1 Mess, H.M.S. *Blake*. Due transatlantic deployment. Will swap for any Portsmouth ship, sea-going or in refit.

MEA(H)1. M. D. Martin. Drafted FOST Staff F.M.G. (no sea riding), August 22. Will swap for any Devonport shore base or ship in long refit. Replies to F.M.G. Shipwrights Shop, H.M.S. *Osprey* or 21, Widewell Road, Rowner, Plymouth.

OEA1. R. V. Healey, H.M.S. *Graham*. Drafted R.N.R. Clyde. Will exchange for any Southern shore billet, preferably Portsmouth. Contact on 041 427 2421.

CEM1. W. J. Livingston, H.M.S. *Neptune*. Drafted H.M.S. *Tiger*, September 5. Will swap for any Rosyth ship, preferably minesweeper. Replies to 3, Camperdown Court, Churchill Estate, Helensburgh G84 9HH.

MEM1. A. Lavelle, H.M.S. *Eastbourne*. Drafted H.M.S. *Bristol*, September. Refitting at Portsmouth. Will swap for any Scottish ship or shore base.

LRO(G). K. Flint. Drafted H.M.S. *Brereton* (Rosyth), October 10. Will swap for any sea-going ship based at Chatham, Portsmouth or Plymouth. Replies to Rodney 4 Mess, H.M.S. *Mercury*.

AB(R). P. Leader, H.M.S. *Bulldog*. Will swap for H.M.S. *Sheffield* or other G.M.D.

AB(MW). M. Miller, H.M.S. *Alfriston*. Drafted H.M.S. *Norfolk*, late August. Will swap for any M.C.M.V. or patrol boat.

AB(S). — Drew, 3 Mess, H.M.S. *Eastbourne*. Drafted H.M.S. *Brighton*, December. Will swap for any Scottish ship or shore base.

AB(S). J. Burgin, 5 Mess, H.M.S. *Eastbourne*. Drafted H.M.S. *Collingwood*, August. Will swap for any sea billet or Chatham shore base.

RO1(T). — Marquis, H.M.S. *Jupiter*. Will swap for any ship going on Far East deployment in near future.

AB. K. Edwards, H.M.S. *Victory*. Will swap for Devonport shore base or ship in refit.

LS(MW). P. Simmons, 3 Mess, H.M.S. *Endurance*. Refit at Chatham. Will swap for any minehunter or sweeper.

LSA. C. Leist, Naval Stores, H.M.S. *Osprey*. Drafted H.M.S. *Dolphin* Submarine School for training, November 28. Will swap for any Devonport or Portsmouth sea or shore billet. Contact Portland Naval Base 2419 or 2490.

ALOEM. A.P. Stewart, 7-33 Saumarez Block, H.M.S. *Nelson*. Drafted H.M.S. *Berwick*, January 30. Devonport based, due out of refit early January. Will swap for any Portsmouth ship due long refit at end of year.

AB(S). T. Keelan, 5G1 Mess, H.M.S. *Hermes*. Due to join H.M.S. *Yarmouth* (Rosyth based), December 5. Wishes to swap for any Portsmouth or Chatham-based ship.

Top Commando

The Phillip Hallam Trophy for the top Commando student at R.A.F. air station Yeovilton in 1976 went to Lieut. Jeffrey Niblett, R.M., flying Wessex 5 helicopters with 845 Cdo Squadron.

FILMS FOR THE FLEET

M.T.B. goes back to war

Credits for "The Eagle Has Landed," one of the latest releases to the Fleet by the Royal Naval Film Corporation, might well read . . . "starring Michael Caine, Donald Sutherland, and M.T.B. 102."

The motor torpedo boat, built in 1936 by Vosper as the first of many, had a distinguished war career before spending more than 20 years in private hands and then "retiring" in 1973 as a floating headquarters for an East Anglian Sea Scout group.

But she was given a new lease of life by Kelso Films, who had her professionally refitted at Great Yarmouth and sent her to sea again to appear in the film, which tells of a German plot to kidnap Winston Churchill during the Second World War.

M.T.B. 102, claimed to be the only wartime warship now mobile, played her part so well that she has since been signed to star in another film for a Dutch television company, while continuing as a Sea Scout training ship.

THE LIST

Here is the full list of releases: **Network (AA)** — Faye Dunaway, William Holden, Peter Finch. Because of poor ratings, the news division of a television network, taken over by a powerful combine, comes under scrutiny in this satirical drama, and a long-established newsreader is given notice. United Artists. No. 477.

Special Delivery (AA) — Bo Svenson, Cybill Shepherd. Light comedy results when the proceeds of a bank robbery are hurriedly despatched in a

street-corner post office box. Fox. No. 478.

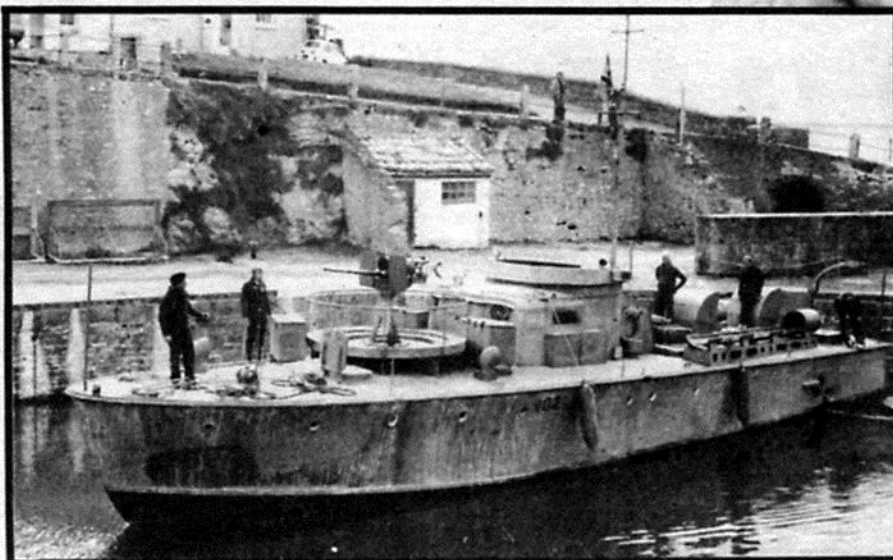
The Last Tycoon (AA) — Robert de Niro, Tony Curtis, Robert Mitchum. Although the Great Depression engulfed the rest of the world, life still had style and grace in Hollywood, as this drama shows. CIC. No. 479.

Voyage of the Damned (A) — Lee Grant, James Mason, Ben Gazzara, Katherine Ross, Faye Dunaway. A host of stars appears in this gripping account of the 1939 voyage of S.S. St Louis carrying 1,000 Jews emi-

grating from Hitler's Germany to Cuba. Viscom. No. 480.

The Eagle Has Landed (A) — Michael Caine, Donald Sutherland, Robert Duvall. Story of a German plot to kidnap Winston Churchill from England in the Second World War. CIC. No. 481.

The Pink Panther Strikes Again (U) — Peter Sellers, Herbert Lom. Further adventures of former Chief Inspector Dreyfus and the man who replaced him, the one and only Clouseau. United Artists. No. 482.



M.T.B. 102
on
location
in
Cornwall

Undercover agent

Lesley-Anne Down is a latter-day Mata Hari whose assignment is to seduce and kill Inspector Clouseau (Peter Sellers) in "The Pink Panther Strikes Again."

Another frigate on TV

Members of the Naval Provost Marshal staff at H.M.S. Drake took part in filming at Devonport for an HTV production called "The Doombolt Chase," which also involved the frigate H.M.S. Salisbury.

Here, Leading Regulators William Philip and David Beck are briefed before the cameras started to roll. One of the cast is Donald Burton, who will be remembered as the first commanding officer of the frigate H.M.S. Hero in B.B.C. Television's "Warship" series.



Conqueror's coppers get the push

The big push to £130 in 2p pieces collected by the senior rates' mess in the Fleet submarine H.M.S. Conqueror at Chatham was given by Miss Kent — July Bellhouse, of Orpington.

Ready with a blanket to receive the cash on behalf of the children's ward of Leybourne Grange Hospital, near Maidstone, was Sister J. Richardson. CMEA "Ted" Hogben and CELMN Derek Williams represented the mess.

DRAFTY'S CORNER

Actually, it's more of an "Agony Column" than a "Corner" this month! Drafty cannot enter into correspondence with you about your drafts (if you have a query or complaint you should see your divisional officer) but by listing some of the regularly-asked questions — and by providing the official answers — Drafty hopes that he will help to solve your problems before they arise.

As an able rate, why do I have to serve ashore when I wish to remain at sea?

Answer: Priority must be given to finding sea billets for junior ratings leaving their training establishments after Part III and for that reason ratings in their first sea draft do not normally serve a full 27 months at sea. However, if you wish to extend your service at sea, request to do so on Form C240 (if you are ashore make clear on your Drafting Preference Card that you are a volunteer for sea service early out of turn) and Drafty will note your request and try to meet it provided it does not mean taking away a sea billet from a new entry.

AB Snodgrass has a draft to H.M.S. Rustbucket and does not want to go, can I go in his place?

Answer: For an exchange to be worthwhile, men must be of the same rate and either serving in or detailed to the same type of service. Snodgrass is obviously due for sea and while an exchange with another rating detailed for sea service in some other ship would be approved, to exchange with a rating on shore service would still leave Snodgrass at the top of the sea roster, from where his subsequent draft to sea may be no more appealing than the first. Should



IT'S 'ANY QUESTIONS' TIME!

your primary aim be to serve early out of turn at sea a Form C240 should be rendered stating in which type of ship or from which Base Port you wish to serve.

Why have I been drafted to submarines when I am not a volunteer?

Answer: The submarine intake is filled firstly with volunteers, but if their numbers fall short of the requirement the balance must be made up with non-volunteers from General Service and these are normally detailed from men serving ashore and nearing the top of the sea roster. They have the right to revert to General Service after five years, but in fact few choose so to do.

I am serving on a notice engagement; is my discharge after 18 months automatic?

Answer: No, you must apply for discharge on Form S2649. This applies to ALL ratings wishing to give 18 months notice, irrespective of whether they joined the Royal Navy on a notice engagement or subsequently transferred to a notice engagement at age 18 or later.

I set up home some years ago in the Devonport area. Now, as a CPO within two years of pension, I find that I cannot get a billet there for my final period of service. Is this not an unreasonable handicap at a time when I will be looking for my future civilian employment?

Answer: All men completing pensionable engagements are guaranteed their last four months ashore and, whenever possible, Drafty will ensure that this period will be spent in a man's preference area. This period is a minimum and Drafty will try to make it longer. Unfortunately it is a fact that in some branches some areas are heavily over-subscribed with preferences and there are not enough shore billets for all the senior rates within two years of pension.

What is the "Emergency Relief Pool?"

Answer: This is a pool consisting of 60 senior rates and 66 junior rates who are serving ashore, but who are on standby to relieve rates of the same category who have to leave their ships at short notice. If a rating serving at sea becomes ill and is not expected to become fully fit within 60 days, the ship may apply for a temporary relief. Ratings on ERP are at seven days notice (but may be required earlier in cases of operational necessity). Men in the pool are stood down automatically after three months if they have not been used as an emergency relief.

Selection of men for the Emergency Relief Pool is made from ratings due for sea service or who have just completed sea service but who for some reason have not completed the normal 27 months at sea.

There are similar Pools for communications ratings (OXF) and Fleet Air Arm ratings (EFP). Ratings nominated for the ERP or activated as Emergency Reliefs earn Roster Date Adjustment.

Is it true that a rating who has been advanced or disrated is placed at the top of the sea roster in his new rate?

Answer: No, roster dates are calculated when a rating completes his sea service. If he is subsequently advanced or disrated he is placed on his new sea roster with a roster date that will take account of his recent sea service.

Why is it that, having sent in a Drafting Preference Card with my preference areas clearly listed, I am then sent to a non-preference area?

Answer: Drafty's first requirement is to keep the shore billets filled correctly so that the continuous training and support task can be maintained. When the more popular preference areas become over-subscribed with volunteers, some ratings have to be sent to a less popular area for which there are insufficient volunteers in order to keep shore establishments properly manned. A record is kept of a man's preference and non-preference drafts and Drafty tries to ensure that the man to go to a non-preference area is one who has had a good run of first preference drafts in the past.

The preference of senior rates often conflicts with the need to use their special skills and experience in a particular draft. So a Devonport CPO Ops (Radar) may have to go to Portsmouth as an instructor in SMOPS or a Portsmouth CPO Cook to Chatham as an instructor in the Cookery School. Here again Drafty tries to give everyone a fair share of first preference drafts.

We have all heard that, these days, drafting is becoming more and more involved with the Centurion computer. Are ratings actually drafted by the computer?

Answer: No, the computer is used as an aid to drafting by producing up-to-date printouts from its records of a man's training, qualifications, drafting history and Service details. Thus, when drafting officers are making selections for filling billets, they are able to take all pertinent information, as supplied by the computer, into account. All drafts are selected by a drafting officer, not by a machine.

I am a medical assistant. What are my sea draft expectations?

Answer: Regrettably, there are very few drafts for the Medical Branch in the able rate. An MA who is keen for sea service is

advised to render a C240 volunteering for "Early out of turn for ANY sea billet." It would also be to your advantage to qualify for LMA both professionally and educationally at the earliest opportunity. This means that you will be considered for sea draft in an LMA billet which is the level where the majority of sea billets are.

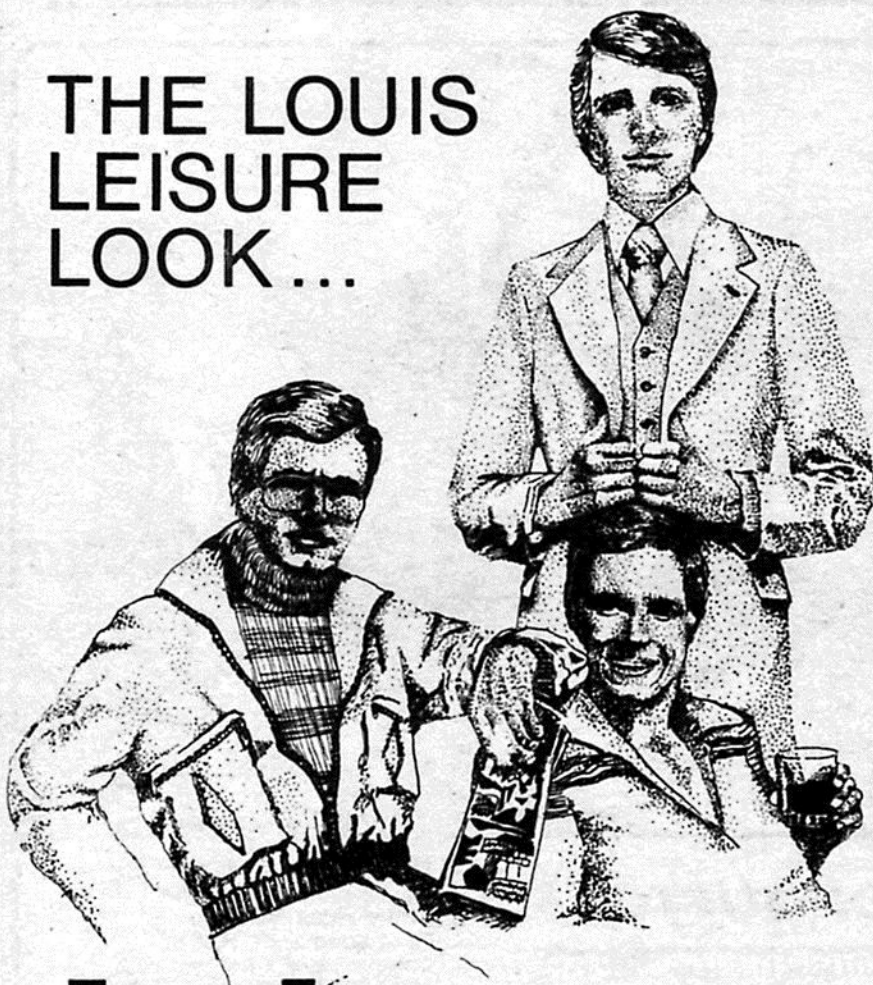
Now that W.R.N.S. ratings are drafted by the same Drafting Sections as their male equivalents, what differences are there in the drafting treatment they receive?

Answer: Broadly speaking, the drafting principles are the same for both male ratings and Wrens. However, as W.R.N.S. ratings do not go to sea, their drafting cycle does not have the trigger of the sea draft, and relief dates are planned as two years in a billet for senior ratings and 18 months for junior ratings. Requests to stay longer will normally be favourably considered — unless the Wren is in a popular billet for which others have volunteered. Thus W.R.N.S. ratings are given Estimated Relief Dates for shore drafts, male ratings are not.

I am an acting leading hand serving on a notice engagement and will shortly be opting to leave the Service at 18 months notice. When I leave this ship I am hoping to be drafted for my Leading Rates Course, but have heard a buzz that this would mean serving beyond the date I plan. Is this correct?

Answer: Yes, this is an accurate buzz. It is essential to obtain a reasonable return of service for money expended on training and you would be required to serve for 18 months from the date of completing your course. Full details are contained in DCIs 409/76 and 410/76 — but be warned, they are complicated!

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Southall College of Technology is offering four-week resettlement courses in November, 1977 leading to A.E.C.P.T. certificate and covering the additional work required for the important new without type licence rating. Course and enrolment details from Mr. T. Woodridge, Dept. of Aeronautical Engineering and Air Transport, Southall College of Technology, Beaconsfield Road, Southall, Middlesex UB1 1DP.

SHIPS OF THE ROYAL NAVY No 261



KIRKLISTON AHEAD OF THE 'HUNT'

If you can't teach an old dog new tricks, H.M.S. Kirkliston is busy proving another theory — an old lady can teach the young'uns new wrinkles!

The 33-year-old minehunter has emerged from refit bristling with new equipment, much of it "first-fit" which is being evaluated for use in the new Hunt-class mine countermeasures vessels, the first of which is being built.

Though serving in the Second Mine Countermeasures Squadron and based in Portsmouth for maintenance purposes, the Kirkliston — fast acquiring the respectful nickname "Black Pig" — spends much of her time in northern waters, evaluating the new equipment and new mine-hunting techniques as well as training men.

This is in addition to fulfilling some of the many patrol functions required of the Royal Navy in United Kingdom waters — for, despite her venerable age, she continues to take her place among today's ships.

Fish patrol

H.M.S. Kirkliston was built by Harland and Wolff and launched in Belfast on February 18, 1954. She was first completed as a minesweeper with the name H.M.S. Kilmorey and served with the Belfast Naval Volunteer Reserve until 1962.

In November of that year she began one of the first conversions to minehunter and was commissioned as H.M.S. Kirkliston in May, 1964, being assigned to fish patrol duties in the Fourth Mine Countermeasures Squadron based at Port Edgar, Firth of Forth, until 1966.

After being refitted for service in hotter climes she joined the Far East Station, becoming part



The minehunters' badge

of the Sixth Mine Countermeasures Squadron based in Hong Kong. She also visited Singapore, Aden, Gan and Japan.

In 1972 she returned to join the First Mine Countermeasures Squadron at Port Edgar before being refitted at Gibraltar Dockyard in 1973. Then she was

allocated to the Forth Division of the Royal Naval Reserve at H.M.S. Claverhouse for seven months as the first minehunter to be loaned to the R.N.R.

At the end of this period the ship recommissioned for the Royal Navy in the Second MCM Squadron based at H.M.S. Vernon, Portsmouth.

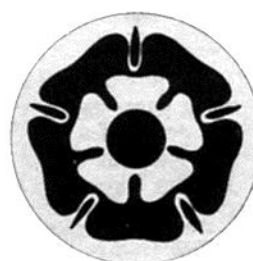
Exercises

During 1976 the ship served as leader of the Standing Naval Force Channel, heading a multi-national force of mine countermeasures vessels from European NATO countries on frequent exercises to demonstrate and evaluate the compatibility of joint working and to provide a NATO on-call force for immediate service if necessary.

H.M.S. Kirkliston, first Royal Navy ship to bear the name, is commanded by Lieut.-Cdr. T. M. Masterman.

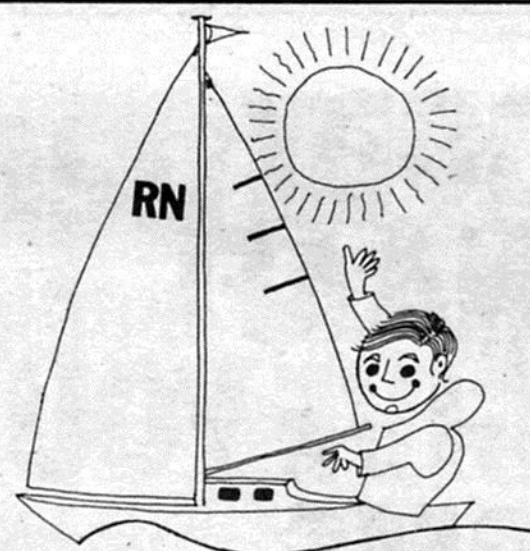
Adopted by village

H.M.S. Kirkliston has been "adopted" by the Scottish village of Kirkliston, home of the Royal Elizabeth Victualling Yard. A party of village children enjoyed a day at sea in the minehunter in July. There is also a link between the ship and T.S. Jervis Bay, the Reading Sea Cadet Unit.



Displacement: 425 tons. Length: 153ft. Beam: 30ft. Draught: 8ft. Armament: One 40mm. gun, twin 20mm. Main engines: Two Napier Deltic lightweight diesels producing 3,000 bhp, giving a speed of 15 knots. Range: 2,300 miles at 13 knots. Complement: Five officers, 34 ratings.

Left: Badge of the Second Mine Countermeasures Squadron.



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Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Arethusa (pre-mod), Arethusa (mod), Argonaut, Aradine, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Brington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Caryfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecila, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperston, Yarrton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Kappel, Kingfisher, Kirkliston,

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Loch Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Otrmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Protebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

Presenting the Alfriston . . . Or maybe it's the Alphreston

Or the Alviston, or Alperton, or Alfriston, or Alfreton, or Alfrisfton, or Alverstone

Then again, it could be the Afriston, or the Alfristan, or Aleristan, or Alfirston, or Alfrieston, or Alifriston, or Alfredson, or Alfraston. Or even the Alfreiderston. . .

This amazing list was compiled by Lieut. Andrew Wallington-Smith, first lieutenant of H.M.S. Alfriston (yes, it is ALFRISTON) in the minesweeper's first year with the Fishery Protection Squadron.

For the first 22 years of her life she was attached to the Royal Naval Reserve, as H.M.S. Warsash for six years and as H.M.S. Kilmorey for 16 years, so perhaps it's not surprising that since June, 1976, there have been so many varied attempts at spelling her new name.

One of the few remaining open-bridged minesweepers, the Alfriston — commanded by Lieut. John Martin — is now embarking on a long refit at Devonport. In her year as a "fish boat" she handled a salvage job, made four arrests, and covered a total of 40,500 miles on patrol around the British Isles.

Despite the fact that the villagers of Alfriston in Sussex were unaware, until August last year, that a minesweeper had been named after the village, friendships are now blossoming. Exchange visits have been arranged, which for the ship's company have involved much sampling of the local brew in the 13th Century Star Inn!

When she completes refit the Alfriston is expected to take over from H.M.S. Walkerton as the training ship for Britannia Royal Naval College, Dartmouth.



LETTERS TO THE EDITOR

Ramming ■ orders

With regard to my letter (May) on the incident with the Japanese U-boat I.27, I have been asked what the standing orders about ramming U-boats were in 1944.

They were simple enough and designed to prevent unnecessary damage to escorts from ramming a U-boat surfacing to surrender. The wording was to the effect that "ramming is only to be carried out if it is the only certain method of destruction of the U-boat."

The fact that I.27 was not sunk for over an hour after surfacing, coupled with the fact that the Japanese did not surrender in any case, would have amply justified ramming in this case.

E. A. S. Bailey,
Captain, R.N. (Ret).

Ardgour,
By Fort William, Scotland.

Give badge more value

"The value of service and good conduct has steadily depreciated in recent years. Fifty years ago the value placed on a Good Conduct Badge was estimated as 6¼ per cent. of a man's daily rate of pay, and the bounty paid to a man with his Long Service and Good Conduct Medal was worth almost 3½ months pay. This was 3d. per day for a GCB and a bounty of £20 with a LS and GC medal.

When the financial reward for the GCB was phased out in 1970 the value was still 3d per day and the bounty for the medal is still £20. Unfortu-

nately, the status value of a GCB devalued with the financial value and no longer is a "badgeman" given any respect or reward for his service.

While it would perhaps not be practical today to pay a man 66p a day per GCB (6¼ per cent. of daily rate), I believe it would be worthwhile replacing some of the visible value to a GCB. At today's rate the bounty for the LS and GC medal would be worth almost £1,000 and while I would be the first to agree that that figure is perhaps too high, I think most would agree that £20 is far too low. Surely 15 years' service and good conduct is worth more than £1.33 per year.

A lot of the lower deck discipline and command structure disappeared with the visible financial value of the

"badge" so let us reintroduce it and show that service and good conduct is still valued today.

Leading rate

B.F.P.O. Ships

Corning the ■ turner!

In the course of my commentary on the Silver Jubilee Review at Spithead — after the Royal Yacht had rounded the Western end of the lines — I unfortunately made the statement, "Now Britannia has corned the turner."

Although I turned the phrase the right way round at once, it seems to have stuck — I've even had a cartoon sent to me about it!

Richard Baker
B.B.C. Television Centre,
London

A rum ■ decision

I was delighted to hear on June 29 that the Queen had given the traditional order, "Splice the mainbrace," but I was appalled to learn on June 30 that the W.R.N.S. had been given the naval ratings' privilege of drawing a tot of rum.

The excuse was that they had come under the Naval Discipline Act, but they did not come under the Act until July 1.

On joining the Navy I waited four years to draw my grog — and after two years the privilege was taken away.

Disgusted

Devonport

Food ■ charges

The Wrens who wrote a poem (July) about the anomaly in Service food charges were quite justified. We are aware of the expense and difficulty which planners would encounter when implementing a fair system of "pay as you eat" messing. But really, should this be our concern?

There cannot be justification, particularly during the present economic climate, in charging Service personnel for meals which they have not eaten, and the statement to the effect that food charges have a built-in abatement factor must surely be spurious.

"Totally spent" sailor
H.M.S. Heron

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MEMORIES ARE

Yarns, corrections, rhyme and queries have swollen the "I remember" section of the Editor's postbag far beyond the capacity of the Letters Page space, and while thanking ex-matelots and others for their continuing interest, it is only possible to refer briefly to their contributions.

K. A. Slade, of Gillingham, having seen the name "Pekin" on the stern of the Old Arethusa training ship, wonders about many references to her as "Peking." Had the "g" dropped off? For M. G. Osborn, of Dawlish, the problem is why the old battleship Barham had the "official badge" (circular with Wyvern centre, cable surround, and naval crown) and also another badge depicting a lion rampant on a shield, with H.M.S. Barham on a scroll underneath.

Sixty years ago R. McEwan, of Whitstable (ex-lieut.-cdr., R.N.R.), was a teenager serving in naval transport carrying supplies from Simonstown to ships engaged in the East African campaign, and he wishes to correct the statement (March issue) that the Rufiji delta is in Mozambique. "The Rufiji up which the Konigsberg bolted," he says, "was in German East Africa — subsequently to become Tanganyika and then Tanzania." He wonders whether other readers have memories of those distant proceedings.

A strange tale comes from I. D. Lawrence, of Swanage (a member of the old Schoolmaster

Branch 1923-46), who tells of Nobby who was "lost overboard" in 1916, but came to life again. When he hit the waves he grabbed the torpedo netting, hauling himself to an open port which happened to be the captain's liquor store. During his long drunken sleep, the ship returned to harbour and Nobby's only way out was via the same porthole. Falling into the sea again, he swam to the gangway and complained to his rescuers: "Why didn't you wait for me?"

C. P. Dlugosz, of Llandudno, an instructor in the Sea Cadet Corps, says his unit possesses a motor pinnace from the old heavy cruiser Birmingham, and he wonders if any reader could give information about the craft, especially about the original engine and whether it was formerly an open boat. A photograph would be prized.

And talking of pictures, FCPO R. Elrick, of H.M.S. Neptune, sends one to prove that the submarine K 13 was not the last to have that number (June issue). "There is a submarine at present with the pennant number 13," he points out. "Agreed the number is no longer proudly displayed, but when she was first commissioned in 1964, the Osiris had 'S 13' on her fin."

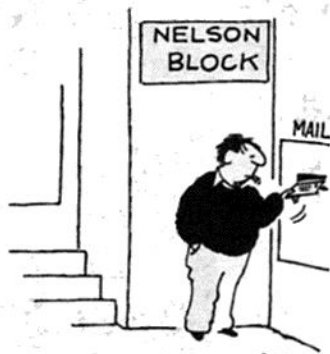
From F. G. Holyer, of Plymouth, (ex-Gurkha) comes a long account of wartime adventures and loss of H.M.S. Mohawk, sparked off by the story (April issue) about the absence of the White Ensign from the stern of the present ship of the name.

JACK



...I don't mind the force ten gales and the mountainous seas, the cold wind-lashed rain and the long lonely watches of the night, because each turn of the screw is bringing me closer to you

by TUGG



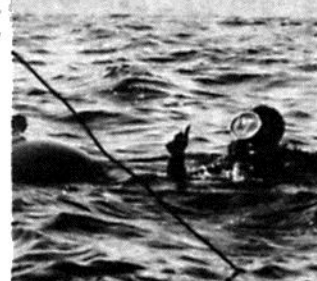
THUMBS UP

A Royal Navy diver was pictured in a recent issue of Navy News giving the thumbs-up signal while on the surface. As a member of the British Sub-Aqua Club, I know that this signal is used under water to show that the diver is surfacing. Surely the man in your picture should be giving the O.K. signal.

R. Snalith

Gosport, Hants.

Naval divers use different signals from the sub-aqua enthusiasts, we are told, and different equipment too. Without removing his full face mask a naval diver could not make himself heard on reaching the surface so he raises his arm — and possibly his thumb too — to indicate that all is well or to proceed with some pre-arranged action. — Editor.



STUART HONOUR

There will be many who mourn Lieut.-Cdr. Stuart Honour, who died on June 13 after a long fight against cancer.

A large number of officers and men, while passing through Haslar, formed a brief but memorable acquaintance with him at one time or another during his long spell in that hospital.

I write to pay tribute to a man whom I knew for only two short weeks, but who made such a profound impression upon me that news of his death struck hard.

Stuart displayed the good humour, resilience, and determination that are the hallmarks of the very courageous when faced with immense physical suffering. He was, quite unwittingly, the sort of man we would all like to be — physically tough, uncomplaining, and invariably considerate for those around him.

His many acquaintances will share a peculiar sense of loss. In a Service not given to expressing emotion they will nonetheless feel it, but they will also feel privileged to have known Stuart Honour and to be enriched by the experience.

G. M. S. Sayer

Captain, R.N.
Ministry of Defence,
London.

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Be our guests, Girls!

I've waged some sage and savage fights
For what they label "Women's Rights" —
And mines the mightiest of pens
When brandished on behalf of Wrens,
And so I hail, without frivolity,
The Act which gives the Wrens "equality" —
A larger helping of the cake
Or, in a sense, a fairer shake . . .
I'm keen on any legislation
Which means "increasing integration";
You'll never hear me murmur "No, sir!"
At clever rules that bring Wrens closer.
No harm in getting charm and beauty
To calm the dabbler at his duty,
And when the toil of day is through
The pair might share a trick or two —
The belle could spell Jack on the wheel
And keep the ship on even keel
Or (should unruly seas prevail)
Provide her patient with a pill . . .
Of course, there's hardly need to mention
That Wrens will never have detention,
But otherwise they've got the lot —
Including celebration too . . .

Bernard Campton
Plymouth

The July Issue hurt my vanity
And even made me doubt my sanity.
Equal rights for Wrens you say
I never thought I'd see the day.
Whose is the monstrous, evil plan
To change a woman into a man?
It must be time to draw the line
And stop at playing Frankenstein.
My brain cannot accept the fact
That now the Naval Discipline Act
Without our tots or hammocks too
Lets Wrens now tell us what to do.
I dread to judge the A.B.'s life
Who's tied up to a "Leading" wife,
Or one S.A. I used to know
His girlfriend is an R.P.O.
It's time we sailors had some rights
With girls whom we take out at nights.
A gentleman should use his charm
Not flash the badges on his arm.
Perhaps before my time is done
And Civvy Street claims back its son,
The wind of change will finally drop
And this new Act will get the chop.

Albert Millicent, H.M.S. Norfolk

From a
Male
Chauvinist
Matelot . . .Remember the
Labour Corps?

Browsing in a coin and medal shop with a colleague, I discovered what was said to be the cap badge of the Royal Marine Labour Corps. It had the Globe and Laurel, but in place on the crown there was a bows-on replica of a ship, more Merchant Navy than Royal Navy.

Preserve
the Ark

I entirely agree with David Chitty (June) that H.M.S. Ark Royal should be preserved and if there is a petition I would be prepared to take it around. Surely the young of today deserve the right to see the Ark preserved. I was in Plymouth in June when she sailed out and children, who had come from as far as Scotland, sang "Sailing." Even the heavy rain couldn't deter them.

Gary Brammall

Upton,
Wirral.The Navy's
own hotel

Like your correspondent in the June issue, I too have just spent an enjoyable holiday in "our hotel" at Weymouth, and thoroughly endorse everything said.

I am amazed that it is not more widely publicised and supported, as it compares favourably with many starred hotels. Surely our own hotel should have no lack of support both financial and manual, so "Come on Navy!"

John White (Ex-CPO/SM)
Reading.

My colleague served 23 years in the Royal Marines and I served in the R.N. — both of us being in between the wars — but we have never seen a badge like it, nor have we ever heard of such a unit.

The badge was listed as "very rare" and, if it is a relic of a unit instituted for the First World War, some of your older readers might be able to enlighten us. A museum may also be interested in acquiring it.

Bob Riley
Ex-MAASwaffham Prior,
CambridgeAshore in
uniform

Congratulations to all personnel who had the guts to go ashore in uniform during the Fleet Review period. Well done lads and lassies, you all deserve a Jubilee Medal.

D. Gray Ex-POEL(LTO)

Arnold,
Notts.

While many Royal Navy men came ashore in civvies, the impression is that there was a higher proportion in uniform than for a normal ship visit. One reason for civvies was that some private clubs would not admit sailors in uniform. Many sailors from overseas ships were uniformed, some of the navies having rules about this. — Editor.

Has anybody
here seen . . .

I have searched everywhere for a photograph or likeness of Admiral of the Fleet Sir John Donald Kelly, who was one of the Navy's outstanding admirals and was mainly responsible for restoring the morale of the Service when the Navy went on strike on September 15, 1931.

Someone had the brilliant idea of hauling "Joe" Kelly out of retirement and he got the men together in their thousands and addressed them in his own powerfully unique fashion.

When he finally retired, the men gave him a tremendous reception as their ships steamed past him in his flagship H.M.S. Nelson. Nor is that all. Never before had a British warship been named after a modern admiral, but it was done in the case of H.M.S. Kelly, destined to become one of the most famous fighting ships of the Second World War. Yet nowhere can I find a likeness of him. I wonder if anyone can help.

J. K. Haughton

Hendon,
London NW4 1NL.

MADE OF THIS

"Matapan memories" in the May issue prompted George Lovell, of Saltash, to remind everyone that his Valiant and the Barham "pumped them up the spout just as well as the Warspite." He recalls an AB who broke all orders by opening the manhole in the hatch leading to the quarterdeck, poked his head out right under "Y" turret, and gave a battle commentary in naval language. "I was then a crusher," adds Lovell, "but I didn't put him in the rattle."

A. F. Littlefield, of Newbury (ex-T.L. writer), refers to the article "One ship, five admirals" (June issue) "H.M.S. Coventry flew five admirals' flags in 1919. They were transferred from H.M.S. Malaya for passage through the Kiel Canal," he says.

Lieut.-Cdr. J. P. J. Bartlam, R.N. (ret.), of Eastbourne, sends the results of his researches made in 1957-58 into the history of the Naval Warrant Officer — a most helpful addition to Navy News records.

The fascinating uses for "bread pudding" — fresh or old are described in amusing verse by "Rhu Bard," of H.M.S. Nurton, while a further contribution in rhyme comes from John Whitehouse, of Manchester, who penned "Regatta News" in the 1920s and writes in praise of its blossoming into Navy News.

At the age of 83, it gave G. W. Prince, of Leeds, a big thrill to read about his old ship H.M.S. Birmingham (June issue), and to recall their escape from harm at Jutland, "due to the skill of our skipper, Captain (Figgy) Duff."

D.W. Sayers, of Woodley (Berks), recalls being an ord. seaman aboard H.M.S. Hibernia about July, 1912, when the first flight of an aircraft from a ship under way took place.

Which was the first puffer ship to be fitted with stabilizers? According to ex-shipwright R. C. Hills, of Sunderland, not the Mermaid (May issue), but H.M.S. Atherstone, first of the Hunt-class destroyers.

In a letter referring to his "happiest ship, the old Queen Elizabeth," Lewis F. Waters, of Chatham, (ex-CPO writer) mentions also his old shipmates of H.M.S. Jersey, including his regards to the torpedo lieutenant's writer (AB Wells) who, only days before the declaration of war, "threatened to fill me in" when ashore. Adds Mr. Waters: "He was saved by the bell. Captain Philip J. Mack magnanimously let him off with a caution, remarking that he would be more useful to the nation afloat than in detention."

A story about the preparations for the 1935 Fleet Review is told by R. Lennon, of Liverpool, who said their Number One had to bellow through a megaphone, "Three cheers for His Majesty — hip-hip-hip hooray." When the cheers died away the Captain's voice was heard. "I think we will do that again. There's too much space between your hips Number One." A moment's silence was followed by roars of laughter and a few witty remarks from the messdeck comedian.

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TWO PAGES FOR FAMILIES

Wives at work . . .

Where can I find this . . . where can I find that . . . even, where can I find my lost girl friend? Questions came thick and fast for members of the Naval Wives Information Service at Portsmouth who staffed a caravan in H.M.S. Vernon at the time of the Silver Jubilee Review of the Fleet.

For six days sailors from visiting ships, a large proportion of them from overseas, called at the caravan to put their questions on local entertainment, transport, and plenty of other topics.

Civilians passing through the establishment for trips out to the Fleet also took advantage of the scheme, which had the support of the Deputy Captain of the Port (Cdr. Bill Hart).

For an Australian wife with a young baby, and hoping to go aboard her husband's ship, a baby sitter was arranged. For a Portuguese sailor, hoping to contact a girl he had met in London two years ago and whose full address in Manchester he did not know, some inquiries produced a telephone number, and a reunion followed. For a group of Americans wanting to go "on the town" on bicycles, some two-wheeled transport was organised.

An attempt by the wives' group to count the number of callers and telephone inquiries resulted in more than 1,000 being logged, but many more went unrecorded.

Talks

As a result of the venture's success, it is hoped to operate similar schemes on future major visits of foreign ships. The caravan will also operate for the start of the Round-the-World Yacht Race in August.

"It's hard work but a lot of fun," said Mrs. Cynthia Hemming, who has been closely involved with the Naval Wives Information Service for some years but is now stepping out of the limelight.

In her capacity as secretary at Portsmouth for the past three years she has met wives in their homes and given many talks, as well as carrying out part-time duties from the office. Now she is taking up an outside personnel selection job, but will not sever her links with the wives' group entirely.

Succeeding her as secretary on August 1 will be Mrs. Ina Stoner, who has been a voluntary area organiser with the group for about six years.

Dunoon party

Sailors and their wives from Toward Taynault, near Dunoon, celebrated the Jubilee by giving a party for children from a home at Kirm.

WELLS CATHEDRAL SCHOOL

WELLS, SOMERSET

Co-educational Boarding & Day

Annual Entrance and Scholarship Tests and interviews will be held for the main ordinary academic entry on Saturday, 25th February, 1978.

Auditions for specialist performers' course in strings or for specialised work in other orchestral instruments will be held over the same week-end. All instrumental training for these 60 boys and girls is integrated within the normal curriculum.

There are just over 600 from 7 to 18; more than half board in the Senior School. There is a Sixth Form of 90 taking a full range of 'A' Level courses; about half go to university, including Oxford and Cambridge.

For further details of visits, prospectus and fees apply to Head Master.

● Right: Smiling "bookends" for a board drawing attention in many languages to the information caravan. Naval Wives Information Service members pictured are, from left, Mrs. Veronica Wenborn, Mrs. Doreen Buxton, Mrs. Janet Thorpe, Mrs. Jean Greenwood, Mrs. Ina Stoner and Mrs. Cynthia Hemming.

Photo: CPO(Phot) Tony Wilson



. . . and at play! (WITH ROLLING PINS) AND CRICKET BATS



Left: Rolling-pin throwing was all part of the fun enjoyed by almost 1,000 who took part in a Jubilee picnic organised by the H.M.S. Neptune CPOs' mess at the Duchess Field, Helensburgh. Games winners received Jubilee mugs, and each child attending was given one of the special crowns. Mrs. Lena Leahy, wife of the Commodore Clyde, drew the tickets for the raffle, and Mrs. Mutter, mother-in-law of a chief at the base, found herself £100 the richer.

Below: Legs XI, a cricket team composed of the wives of officers and lecturers at Britannia Royal Naval College, Dartmouth, took to the field in a good cause against a team from the W.R.N.S. Officers' training course. The sponsored charity match was in aid of King George's Fund for Sailors. The Legs XI ladies pictured here (all 13 of them!) were captained by Mrs. P. W. Greening, wife of the commanding officer.

Photo: Charles Risk, B.R.N.C. Dartmouth



Improvement in 'compassionate'

A "modest improvement" in arrangements for compassionate leave and travel at public expense for Servicemen stationed abroad, was announced in the Commons by the Minister of State for Defence (Dr. John Gilbert).

"Until now," he said, "those serving in overseas stations could travel home to the United Kingdom at public expense on the death of a wife or child but could do so on the death of a parent only if the son's or daughter's presence at home was considered essential. "This restriction has now been lifted, and compassionate travel to the United Kingdom at public expense will be granted in all cases to officers and Service men and women stationed abroad on the death of a parent."

GUARDIANS

"A similar concession has always been extended to accompanying wives, and the new arrangements will also be extended to a wife if the death of one of her parents should occur while she is accompanying her husband on an overseas posting."

SSAFA record

SSAFA's annual air display, held at R.A.F. Church Fenton in June, raised a record £11,000. All three Services took part in the display, which attracted 50,000 people.

The arrangement covers men serving in ships which are abroad and the term parent includes legal guardian.

More insulation for quarters

There is to be a further programme of insulation of roofs and draught-proofing in married quarters in cases where these are inadequate, the Commons were told by the Minister of State for Defence (Dr. John Gilbert), who spoke of the high cost of heating in some quarters, particularly those with night storage heaters.

Cavity wall filling was quite expensive, he said, and while at present they could not carry out such programmes for all quarters, it was being considered whether there was an acceptable way of dealing with cases where heating and condensation problems were greatest.

Dr. Gilbert, speaking during the debate on Armed Forces Conditions of Services, also said, "Several members have referred to the problems of local authorities' residential requirements for putting people on housing lists and how they have impinged unsatisfactorily on ex-Servicemen."

It was a long-standing problem, varying from one part of the country to another, and he had asked the Secretary of State for the Environment to draw the attention of local authorities to this matter yet again.

Families at sea

The Blackwood class Type 14 frigate H.M.S. Dundas sailed from Portsmouth for a families day in company with two more frigates, H.M. ships Tartar and Torquay.

More than 200 guests on board the Dundas witnessed displays by the Tartar's Wasp helicopter and the R.N. Hovercraft Unit. Further events had to be cancelled as the Dundas was by now out of the lee of the Isle of Wight and there was a suggestion that the last of the Type 14s was beginning to jump around a bit. Back in the shelter of St Helens Roads no time was lost in catching up on lunch.

RIDING THE LINE

● Man overboard recovery, a helicopter demonstration and jackstay transfers with H.M. ships Yarmouth and Rothesay featured in the programme when relatives of ship's company members of H.M.S. Tiger went to sea for

families day and some of the more adventurous visitors "rode the line."

ST GEORGE'S SCHOOL

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Prospectus: Admissions Officer, 34, Heather Avenue, Scrabby, Great Yarmouth, Norfolk

SONS OF THE SEA

When H.M.S. Hermes sailed for an operational visit to Torbay, more than 50 sons of ship's company members were embarked for the passage from Devonport.

The lads, aged between eight and 17, visited many parts of the ship, including the wheelhouse, machinery

spaces, bridge, Flyco, hangar, forward galley and preparations rooms.

At Torbay the boys disembarked by landing craft and returned to Plymouth by coach.

In the picture (right) MECH1 Kethro points the way for his sons Michael (12) and Philip (ten).



Review roll-call

A variety of records, claims and coincidences have emerged as a result of the Silver Jubilee Review of the Fleet.

One interesting letter came from Mrs. Rene Blight, writing from Kendal, Cumbria, who said, "I wonder how many among your husband-and-wife readers can claim to have attended the Coronation Spithead Review both as serving members."

"My husband, then my fiancé, was an E.A. on board H.M.S. Venus. I was then Leading Wren Buchanan and was among a party from the W.R.N.S. aboard H.M.S. Devonshire."

"We have now been married 24 years, have two daughters and three sons, the eldest son now being an artificer apprentice in H.M.S. Fisgard, literally following in father's footsteps."

A reader with a number of reasons for a personal interest in the Jubilee Review was Mrs. Evelyn M. Smith, of Hastings, who said, "On reading one of your 'proud Mum' letters. I am prompted to write signing myself not only proud mum, but proud sister and proud aunt too."

"My son LSA Bernard Smith is at present serving in H.M.S. Birmingham, my brother Richard is in H.M.S. Tiger, and my nephew Stephen is in H.M.S. Hermes — all three ships being in the Review. To round off our family tree, I have another nephew still undergoing training, and I myself am an ex-Wren."

How to draw holiday cash

At this time of the year many naval wives and children head to various parts of the country on holiday, and the question arises of how to go about drawing cash through the allotment system.

Those likely to be away for under three weeks should be able to draw their allotments from a post office near their holiday addresses simply by presenting their books.

But those likely to be away longer should let the Navy know their holiday address, even though this is only temporary. They should also, of course, let the Navy know of any permanent move.

Inevitable

This can be done by obtaining from the post office a card known as a P80. The card should be used to notify either a temporary or permanent change of address and should be completed and handed back at the post office — but it is important that the question relating to a temporary change is answered.

If a card is completed for a holiday address and "temporary" is not indicated, the inevitable result is that this is recorded as a permanent address and inconvenience could result later, such as a new book going to the wrong address.

Remember also that on return home, another P80 should be completed recording this fact at the post office where the allotment is usually drawn.

It is a case of a little care helping you, as well as keeping the records straight.

Hilsea reception

Among events held by the naval residents at Hilsea, Portsmouth, was the Naval Community Centre's first anniversary reception and dance.



At a ceremony in H.M. submarine Warspite at Devonport one of the awards for bravery made as a result of the fire which broke out in the diesel room of the nuclear submarine at Merseyside last year was presented by the Flag Officer Submarines (Rear-Admiral J. D. E. Fieldhouse).

CEA2 Raymond Hadlow is pictured after receiving the Queen's Commendation, with his wife Christine, their sons Brian and Colin, and Mr. and Mrs. Thompson (father-in-law and mother-in-law).

Vintage occasion

A cheese and wine tasting party was held in aid of the R.N. Historic Flight and Fleet Air Arm Museum in the attractive grounds of Reedley House, Podimore. Mrs. H. J. Abraham, wife of the commanding officer of R.N. air station Yeovilton, was host to 400 people comprising personnel from the air station, families and friends.



Jubilee, Stateside style!

When a ceremony marking the Silver Jubilee was combined with the annual U.K. national day at SACLANT, Norfolk, Virginia, British Servicemen and their families were joined by those from all NATO nations represented at SACLANT.

After a service and flag-raising

ceremony, the British children planted an oak tree and then received Jubilee mugs. Later a reception was held on the lawns.

In the picture Vice-Admiral Sir James Jungius (Deputy Supreme Allied Commander Atlantic) and Admiral Isaac C. Kidd, Jr., U.S.N. (Supreme Allied Com-

mander Atlantic) pose for a Jubilee "snap" with children of the R.N. families.

An earlier Jubilee event was a cricket match at the old colonial capital of Williamsburg between a team captained by Vice-Admiral Jungius and one from the British Embassy in Washington.

Navy News

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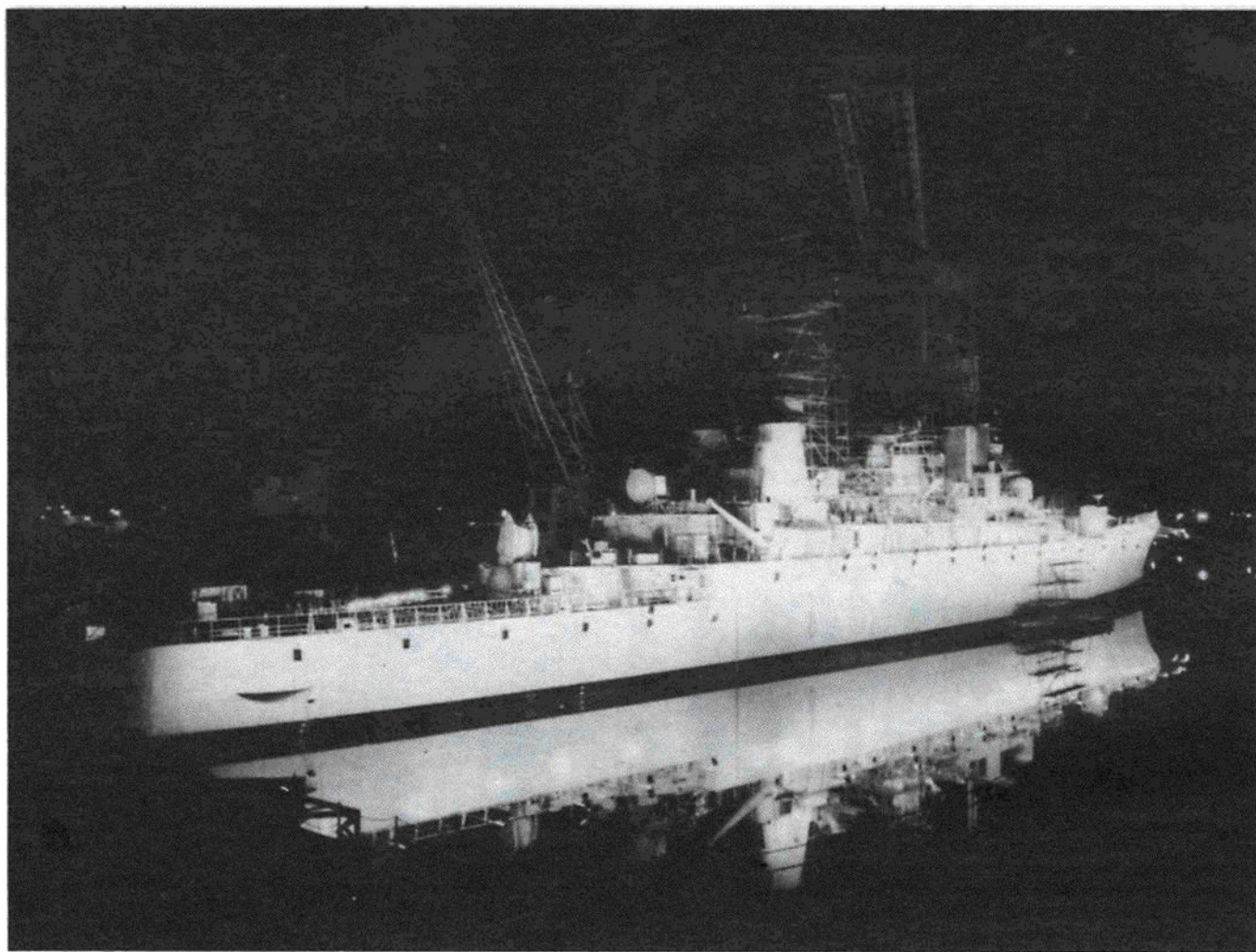
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BILLING BOATS

Jubilee lines



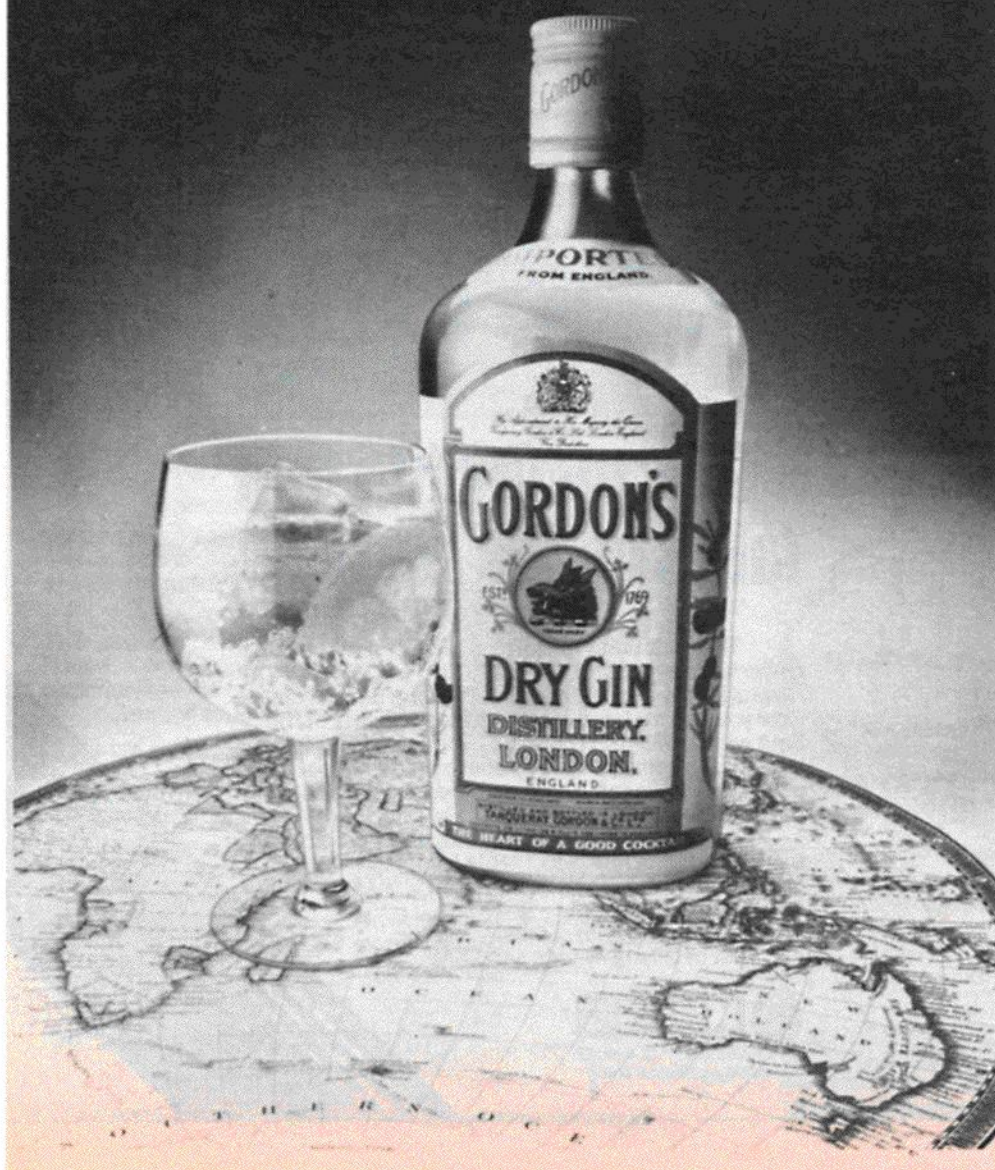
**Bristol fashion but
not shipshape!**

H.M.S. Bristol, the Navy's most powerful guided missile destroyer, missed the Review as her 72-week refit does not end until October. But she was there in spirit — the picture shows her floodlit in Number Three Basin in Portsmouth Dockyard.

She will emerge with a much enhanced weapon capability and ready to join the operational fleet. Her ship's company, many of whom are either volunteers or "old Bristols," will all have joined by the end of August and are raring to get their magnificent ship back to sea again.

Picture by LA Danny du Feu.

The world's largest selling gin.



CELEBRATIONS SHAPE UP IN BELGIUM

Fourteen days of events to celebrate the Queen's Silver Jubilee were arranged at the Supreme Headquarters Allied Powers Europe in Belgium. The British community at SHAPE laid on the activities to which all other member nations of NATO were invited.

The activities ranged from showings of the Coronation film "A Queen is Crowned" to jubilee cake raffles, a sponsored swim, a mystery car rally, and Beating the Retreat to the music of the King's Own Banders and the Band of the Royal Marines.

A jubilee ball was held by the senior ranks and a reception was given for 1,000 guests in the Officers' Club. At the latter, the whole SHAPE community had the opportunity to listen to the stirring music of the Bands of the 2nd Battalion Irish Rangers and the Royal Marines Commando Forces, and to watch the continuity drill display of the Queen's Colour Squadron, Royal Air Force.

Biggest event of the fortnight was the grand fair and feast, featuring non-stop sale of fish and chips wrapped in your favourite British newspaper. As well as SHAPE enjoying itself immensely, the Prince of Wales Appeal Fund benefitted by more than £800.

Brothers' double

Two brothers serving in the Royal Navy were awarded the Queen's Silver Jubilee Medal. CPOWTR Ron Clark, serving on the staff of the Flag Officer Carriers and Amphibious Ships at Fort Southwick, received his medal, then heard that his brother Nobby, a PO radio electrician with the Fleet Maintenance in Portsmouth had received the same honour.

★ ★ ★

Mr. William Dailey of Peranporth has received the Jubilee Medal for services to hospitals over the last 20 years. The award gives him a rare "double," for as a Regulating CPO in the Royal Navy he received the Coronation Medal in 1953.

PEALED

Church bell ringing is a popular if somewhat unpublicized hobby in the Navy, so it is appropriate that a naval team should attempt to ring a peal for the Jubilee Review of the Fleet.

A peal consists of 5,000 different combinations and takes about three hours of strenuous and physical effort. Two attempts were made. The first, at Hawkley on the eve of the Review, came to grief with a false series of combinations after an hour. It was conducted by Lieut. Bob Crighton of H.M.S. Warrior.

VERY WELL

A second attempt at East Meon on June 28, conducted by LCK Mike Dew (H.M.S. Pembroke), went very well. In three hours and six minutes a true 5,056 different changes of Plain Bob Major were rung.

Other ringers taking part were Cdr. James Ingham (H.M.S. Seahawk), CREA Mervyn Bray (Collingwood), Lieut.-Cdr. Doug Linington (Sultan), Lieut.-Cdr. Jack Burton (Warrior), Cdr. Tim Watt (Heron), and Cdr. Bill Harris (Warrior).

Alan's memorable day



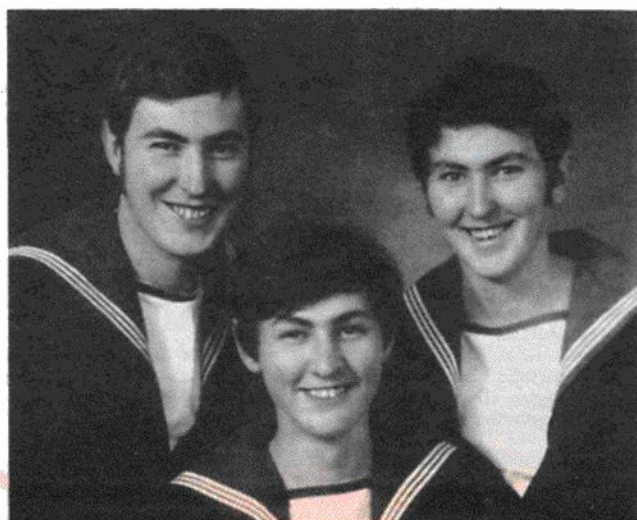
Jubilee Review day was particularly memorable for FCAA Alan Clark (right), serving on the staff of the Flag Officer Carriers and Amphibious Ships, Rear-Admiral W. D. M. Staveley. June 28 was Alan's 48th birthday, and it was arranged that he should receive the Bar to his Long Service and Good Conduct Medal from Rear-Admiral Staveley (see picture) on board H.M.S. Hermes.

To cap the day, Alan was one of 220 Royal Navy and Commonwealth personnel who attended the Queen's reception for the ratings of the Fleet following the Fleet Air Arm fly-past. He was presented to the Queen and met Admiral of the Fleet Earl Mountbatten.

Navy puts best Footes forward . . .

No danger of the Navy not putting its best Footes forward at Spithead: these three sailors saw to that. They are the brothers Foote from Camberley, Surrey. From left to right are Michael (25), an LSA serving in H.M. submarine Ocelot; Patrick (21), an LRO on H.M. submarine Osiris; and Nicholas (18), an RO2 on loan to H.M.S. Diomedes from H.M.S. Falmouth.

Mr. and Mrs. Edward Foote, parents of the brothers, also have ties with the Navy. Mr. Foote was an AB radar operator during the second world war, and Mrs. Foote was in the W.R.N.S.



Hermes' capt. tally



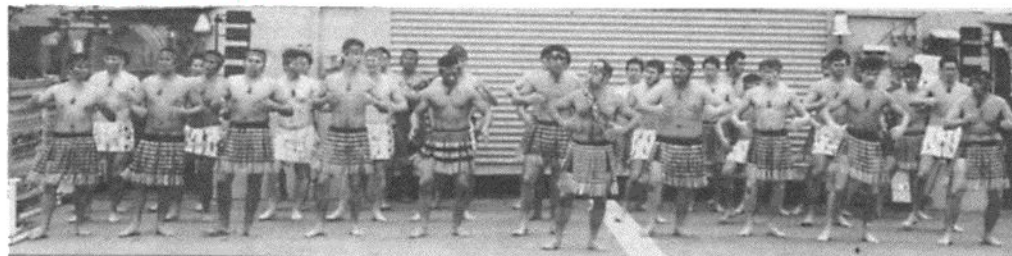
With H.M.S. Hermes dressed overall for the Silver Jubilee Review of the Fleet, the commanding officer, Capt. R. G. A. Fitch (extreme left), is pictured on the flight deck with former commanding officers of the ship.

With Capt. Fitch, from left to right, are Rear-Admiral C. R. P. C. Branson (captain from February 1973 to November 1974), Admiral Sir William

O'Brien (November 1961 to March 1964), Vice-Admiral Sir Peter Austin (July 1969 to September 1970), Rear-Admiral D. G. Parker (January 1968 to July 1969) and Capt. D. R. Reffell (November 1974 to May 1976).

Another former commanding officer, Admiral Sir Terence Lewin (February 1966 to October 1967), and now First Sea Lord, was in the Britannia.

A matter of days before it flew for the first time aloft from the masthead of H.M.S. Birmingham at the Jubilee Review, the flag of the Admiralty Board was still being made in the historic colour loft in Chatham naval base. Based on the old Navy Office seal, it fills a gap which has existed since 1964 when the three Services were integrated into the Ministry of Defence. The Admiralty Board then ceased to exercise the office of Lord High Admiral and the right to use the distinctive flag of that ancient office.



No, it's not the Royal Navy in drag, but H.M.N.Z.S. Canterbury's Maori concert party performing for the world's press on board the ship in Portsmouth Harbour. The Canterbury was New Zealand's representative at the Spithead Review.

Picture by CPO (Phot) Tony Wilson.

Birmingham's 'gongs'

H.M.S. Birmingham's electrical workshop floodlighting team had a special presentation of "Jubilee medals" on the forecastle of the ship after the Jubilee Review. The presentation was to mark the successful floodlighting of the ship in the Spithead lines.

As the Admiralty Board ship, H.M.S. Birmingham had to rig and unrig the floodlights on five consecutive days. On the evening of the Review, the floodlighting gear was rigged within an hour of the departure of the Admiralty Board.

The 15 medals were manufactured by the Electrical Department on board.

★ ★ ★

Commanding officer of H.M.S. Scylla, Capt. G. W. Lowden, was also a commanding officer at the time of the Coronation Review in 1953. As a

lieutenant, he was Senior Officer Motor Launches, Elbe Squadron, based at Cuxhaven in Germany.

He brought over H.M.M.L. 6034 to act as one of the Royal Yacht patrol for the 24 hours that the Queen was afloat in H.M.S. Surprise, acting as Royal Yacht.

★ ★ ★

Among the official guests on board the Dutch frigate Tromp at the Fleet Review was Capt. D. Head, R.N.R., who was the last British liaison officer to serve in the previous Tromp. In 1946, after two years in the Far East, he sailed back to Holland in the cruiser.

Capt. Head was commanding officer of the Sussex Division of the R.N.R. from 1967 to 1970 and had previously served in naval intelligence.

Two aircraft carriers in Portsmouth Harbour. H.M.S. Ark Royal arrives for the Review, to find H.M.A.S. Melbourne already alongside.

Picture by CPO (Phot) Tony Wilson.



A salutary Review for Walkerton

Although not in the Jubilee Review Fleet, H.M.S. Walkerton had an extremely active role in the proceedings. After escorting four Dartmouth picket boats to Spithead, the Walkerton (Lieut. Charles Howeson) made four tours of the Fleet for the benefit of staff and cadets of Britannia Royal Naval College.

Throughout the tours, midshipmen of 80 Flight, embarked for sea training in the Walkerton, gave running commentaries on the Review ships.

To assist with the vast ceremonial requirements needed in the company of so many senior ships a Royal Marine bugler was embarked for the week-end and, with the assistance of Walkerton's own bugler, exchanged no fewer than 809 salutes.

★ ★ ★

As a contribution to the Silver Jubilee, Britannia Royal Naval College, Dartmouth, presented two performances of "Monarchs and Mariners" in July. This was a dramatic review of the Navy's development since the reign of Elizabeth I, emphasising the close links between Monarchy and the Service during the centuries.

★ ★ ★

H.M.S. Inskip, the naval wireless telegraphy station near Preston in Lancashire was host

to the villages of Inskip and Sowerby for a Silver Jubilee celebration.



Their second Jubilee Review

June 28's Spithead spectacular was the second Jubilee Review in the Service experience of two lieutenants now working at Swindon and Norwich as careers officers. Lieut. Tom Port (58, left) and Lieut. Jack Clarke (59) are pictured at the Admiralty during a visit to London.

Both men were serving as ratings in the Royal Navy at the time of King George V's Silver Jubilee Fleet Review in 1935, Lieut. Port in H.M.S. Royal Sovereign and Lieut. Clarke in H.M.S. Renown.

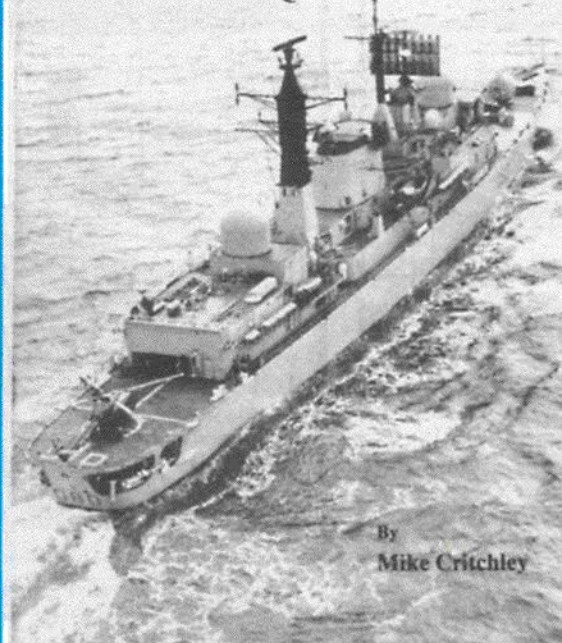
Both are due to retire from the Navy within the next year after a combined 88 years of service.

Picture by WREN V. Bridge.

Silver Jubilee Review

24-29 June 1977

H.M. Queen Elizabeth II



By Mike Critchley

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ABOUT BOOKS

THE 'MIRACLE' OF MULBERRY

When the aged *Centurion* (battleship) and *Durban* (cruiser) were turned into Gooseberries, the fruit of the enterprise helped to ensure the downfall of Nazi Germany.

Militarily, the writing was on the wall for the enemy, but how to penetrate the fortress of Europe was a problem not merely of assembling arms, but of devising the means of attack. Allied forces eventually defeated the Nazis, but it was British engineering and ingenuity which provided the bridge.

"Code Name Mulberry," by Guy Hartcup, sets out the planning, building, and operation of the artificial harbours constructed on the invasion coastline of Normandy.

Early in the summer of 1944 great concrete caissons were towed across 100 miles of English Channel to receive the men and supplies pouring into Europe.

Against initial opposition, the decision had been taken to include in the Mulberry scheme, landing craft shelters formed by sinking blockships to form breakwaters (code-named Gooseberries). This was a daring proposal at a time of acute shipping shortage. About 70 ancient vessels — including the *Centurion* and the *Durban* — were assembled at Scottish ports to be ballasted and primed with explosives for their final fateful trip in the liberation of Europe.

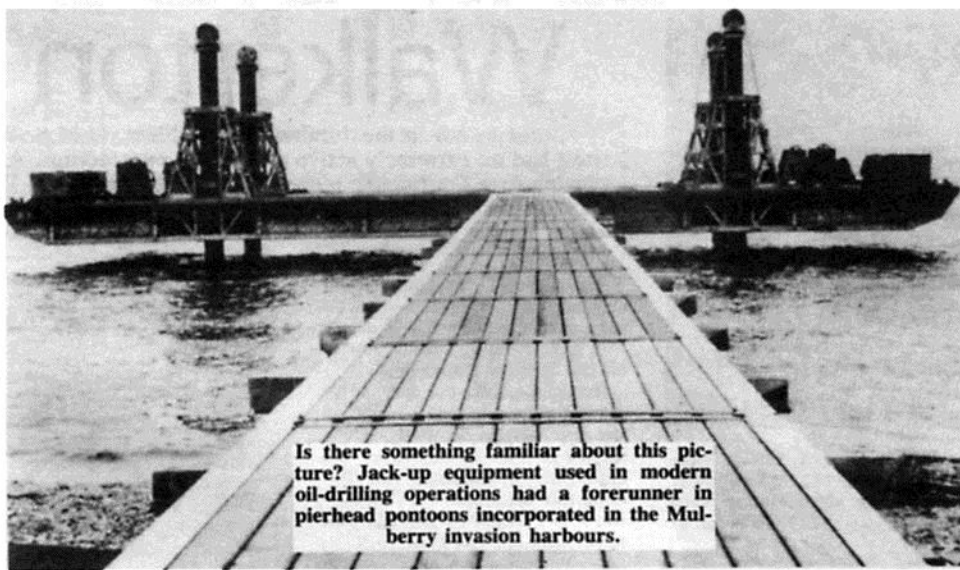
RACE AGAINST TIME

According to the author the building of the prefabricated Mulberry harbours was "probably the greatest military engineering achievement since the Persian crossing of the Dardanelles by a bridge of boats in 480 B.C." He then examines the doubts which have been raised as to the extent by which the organization contributed to victory.

Completion was a race against time during a period of shortage of skilled labour and materials, the Americans in particular being more sensitive than the British to delay in the arrival of components. However, there can be no doubt that the Gooseberries came up to all expectations, the *Centurion* and *Durban* meeting their end in a glory more appropriate than packets of razor blades.

The "ifs" and "buts" will continue as long as men study the history of war, but perhaps the last word may be left to the defeated. According to Albert Speer, Germany's Minister for Armament and War Production, the Allies, having by-passed the Atlantic Wall "by means of a single brilliant technical device," made the German defence system irrelevant.

"Code Name Mulberry," may be rather technical for popular readership, but this is an authoritative work and the detail is well worth studying in order to grasp the nature and problems of a gigantic undertaking. The book is published by David and Charles (price £4.95).



Is there something familiar about this picture? Jack-up equipment used in modern oil-drilling operations had a forerunner in pierhead pontoons incorporated in the Mulberry invasion harbours.

IN BRIEF

"Square Rigged Sailing Ships," by David MacGregor, published by Argus (price £4.95). Compact history of the square rigger, the text being accompanied by a rich collection of photographs, prints and plans. Chapters include one on how a square-rigger was handled.

"Ships and Ship Models," published by Argus (price £6.75). A facsimile reproduction of Volume 1 (1931-32) of one of the shorter lived of the Percival Marshall hobby journals, which ceased publication during the run of Volume 9 with the April 1940 edition. A collector's piece with much interest and reference value for the present-day ship-lover.

"Aircraft Carriers," a further title in the Macdonald World War II Fact File series, by David Brown (price £2.95 cased, or £1.75, paper). All classes of fleet carriers operational during this war are described in standardized format, in order that their characteristics may be more easily compared.

"Mayday! Mayday! Mayday!" by Frank Pearce, published by Bantam (price £1.20). A well-produced and dramatically illustrated booklet on the work of the Air-Sea Rescue Service at Culdroe. Gallantry awards testify to the bravery of the operators, but it takes the full story to grasp both the skill and the perils which accompany their exploits.



"The Royal Navy 1790-1970," latest title in the Men-at-Arms series published by Osprey (price £1.95). The text by Robert Wilkinson-Latham traces R.N. uniform regulations and insignia. Generously illustrated, including colour-plates by leading military artist Gerry Embleton.

"British Military Museums and Events," a booklet produced by the English Tourist Board listing activities in Silver Jubilee Year. Containing details of 136 regimental, Service, and special museums, it will be of special interest to ex-Service organizations and their 1977 visitors. Available from most tourist information centres (price 30p).

The day the Carmania (disguised as the Cap Trafalgar) met the Cap Trafalgar (disguised as the Carmania) . . .

The sea abounds with curious tales, but fate and coincidence combined to produce one of the most remarkable in "The Ship That Hunted Itself." Now the facts have been knitted together into a book of that name by Colin Simpson.

At the start of the First World War both Britain and Germany converted merchant vessels into armed "cruisers," but while we were highly prepared (thanks to one Winston Churchill), the enemy were not.

So it came about that among Germany's few feared vessels was the brand new 18,000-ton liner *Cap Trafalgar*, sumptuously fitted for luxury passengers, and having triple screws and a speed of 18 knots. The captain was a Nelson scholar, whose influence was seen in the decor, based on the British naval hero's exploits.

Committed to battle — but by no means ready for it — the *Cap Trafalgar* slipped out of Buenos Aires piled with sleepers for use as fuel to be "stoked" by members of the ship's orchestra. Her destination was a lonely Trinidad Island for a rendezvous with units of the German Navy.

The blunder was that the guns which were to have been bolted to prepared mountings on her deck were still in Hamburg, but other warships were "milked" to provide some sort of armament for the role she was now to adopt.

While this was going on, the 18,000-ton Cunard liner *Carmania* arrived at Liverpool. Only a week later she was ready for sea with a Navy captain and crew (mainly Reservists), and fully armed as a merchant cruiser.

All aboard the *Cap Trafalgar* knew they had a slim chance against the Royal Navy, especially with the great three-funnel silhouette, so they had a brain-wave. The third funnel was not connected to the boiler room, so it could be removed. A faded clipping was produced of the Cunard's *Carmania*, and by that same night the superstructure had been remodelled to look like the British two-funnel vessel.

The *Carmania* was ordered to the South Atlantic to join in the hunt for German units, with the possibility of meeting the *Cap Trafalgar* (now the very spit of herself).

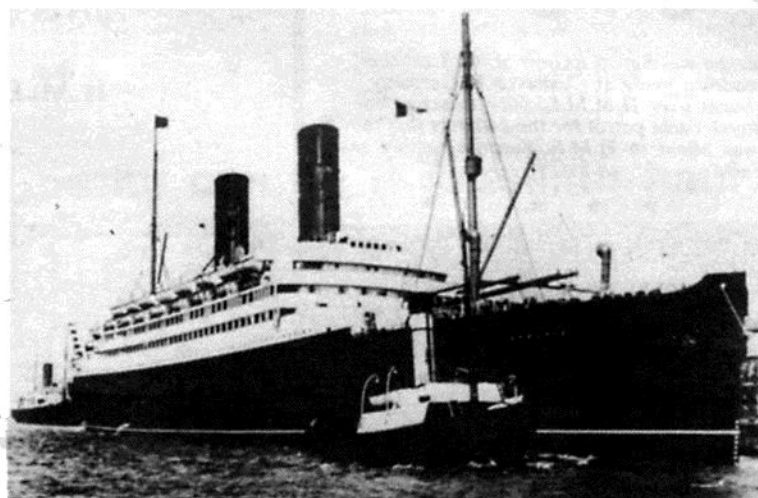
Then the British had a brain-wave. If the *Carmania* could sprout another funnel she would look like the silhouette of the *Cap Trafalgar*, and other enemy units might let her get within range before true identification.

Thus the *Carmania*, disguised as the *Cap Trafalgar*, approached Trinidad Island to happen unexpectedly upon the *Cap Trafalgar*, disguised as the *Carmania*. Fate's twisted sense of humour had woven this unbelievable pattern of events.

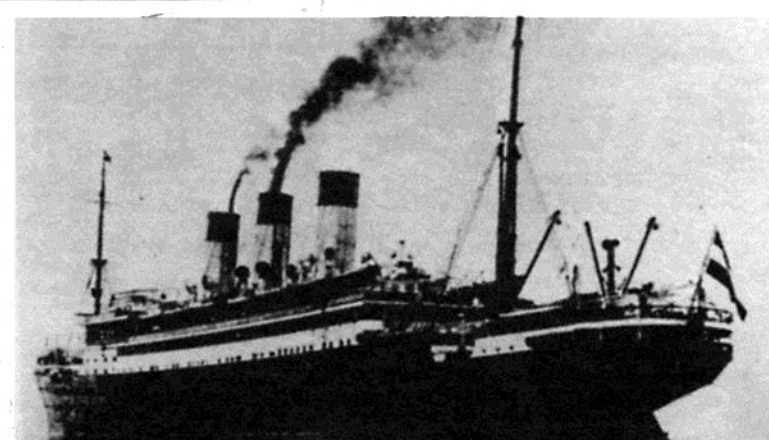
The German captain went into battle after a drink in a saloon (in which there was a picture of the death of Nelson) and having received from the former master of the *Cap Trafalgar* Volume II of Southey's "Life of Nelson," with a page marked with the hero's final instructions to his captains before his last victory.

Since the whole story is stranger than fiction, perhaps it is unfair to spoil the climax by "giving it away."

The book is excellently arranged, building tension to the finale. Publishers are Wiedenfeld and Nicholson, and the price is £4.25.



Above: The Cunard liner *Carmania*, which became an armed merchant cruiser and was destined by fate to do battle with a German liner disguised as herself. Right: The *Cap Trafalgar* pictured, as herself, in March 1914 — before the removal of her rear funnel.



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Stubbington celebrates with champers



With service sheets at the ready and flanked by guests, members of the ship's company stand in lines on the quayside in readiness for the commissioning ceremony.

With glasses at the ready and flanked by "small eats," bottles of champagne stand in lines on the table in readiness for the reception afterwards...

PO(Phot) John Sinclair captured this scene at Chatham when H.M.S. Stubbington commissioned on June 18. It was certainly a day for champagne celebrations. After a 14-month refit the ship had successfully completed her trials and was ready to return to "front-line" service (as a member of the Fishery Protection Squadron based at Rosyth) after several years with the Royal Naval Reserve. In addition, she was getting her old name back: while serving as a tender to the Tay Division, R.N.R., at Dundee she was H.M.S. Montrose.

Now, under the command of Lieut. Anthony Bolingbroke, she once again bears the name which she formerly shared with Stubbington, Hants. Links with the village were re-established during the refit and representatives of Stubbington were among the 100 guests at the commissioning ceremony. The cake was cut by Mrs. Wendy Bolingbroke, wife of the commanding officer, assisted by the youngest member of the ship's company, SEA Stephen Webster (18).

FLOODS HINDER EXPED.

Floods caused by melting snow caused problems for the Joint Services Expedition to Liverpool Land, Greenland, which arrived at its base at Carlsberg Fjord after a 17-day trip over sea ice from Mestersvig in the north-east.

At one stage the floods threatened the camp site and a speedy evacuation from the sea ice to the shore was necessary. However, the scientific surveys started and all members of the expedition, including six from the Royal Navy and Royal Marines, are reported to be well.

Appointments

Vice-Admiral A. D. Cassidi, Director General Naval Manpower and Training since June 1975, is to be Flag Officer Naval Air Command from next January.

During the Second World War he served on Russian convoys and took part in the D-Day and South of France landings. His appointments have included command of 820 Squadron and of H.M. ships Whitby and Undaunted.

In 1972 he became commanding officer of H.M.S. Ark Royal and later was Flag Officer Carriers and Amphibious Ships.

Other appointments recently announced include:

Cdr. D. W. Mitchell, Swifsure December 1 and in command.
Cdr. A. W. Stewart-Fitzroy, Gurkha December 14 and in command.
Cdr. J. G. Tolhurst, Berwick November 8 and in command.
Cdr. K. F. Rogerson, Rooke January 12 and as Cdr. of the Dockyard and QHM Gibraltar.
Cdr. P. M. T. Banyard, Cambridge November 15 and in command.
Lieut. A. H. Jones, Pembroke November 21 for staff of FO Medway for R.N.R. London and Sandpiper in command.
Lieut. A. P. Skidels, Alert December 5 and in command.
Lieut. D. G. Widgey, Wotton December 5 and in command on commissioning.

FAF picks up the Tot's 'drop-outs'

Applications for grants which go to the Sailors' Fund and fail to gain sufficient support do not necessarily lose out totally. Another avenue of aid is the Fleet Amenities Fund, which in some cases is able and willing to help where the Tot Fund has decided it cannot. In other cases FAF picks up the remainder of the bill where only part of the money sought has been granted by the first fund.

A number of instances of "picking up the pieces" occurred at the meeting of the Grants Committee of the FAF* at the end of June, which followed closely on the half-yearly meeting of the Grants Committee of the Sailors' Fund (reported in the July issue).

In the present high-inflation period both funds are keen to ensure that projects already under way are able to run successfully, rather than embarking on large new capital projects, although this does not mean that new ideas are not considered.

However, FAF is not always a "safety net" beneath the Sailors' Fund. One of the bids which failed at the Sailors' Fund was for £9,031 for moat desilting at Fort Rowner, Gosport, for recreational angling. As at the Tot Fund, the opinion was voiced at FAF that this appeared rather a lot of money for work on a moat, and the whole project was referred back for further investigation and possible alternative solutions.

H.M.S. Collingwood was granted the additional £500 needed for Portakabin changing rooms, the Tot Fund having already approved £3,170. Another project where the difference was made up was for lighting and other equipment at the Sultan Club — in this case FAF agreed to provide £1,500. The Sailors' Fund had granted the same sum, with another £1,500 or so being provided by local funds.

PARKING PROBLEM

The sum of £922 was granted to the R.N. Kayak Association for canoes and equipment (£600 already granted by the Sailors' Fund). A further £378 is being sought from the Nuffield Trust.

An application which lost out at the Sailors' Fund and found little support too at FAF was for £1,000 for a car compound at H.M.S. Dolphin. Supporters of the project pointed out the sad fact that cars were vandalised when owners were away for a while. Against this, it was said that sailors could not leave cars in dockyards and every sailor with a car had this problem.

A grant of £656 was made to R.M. Deal towards three replacement small-bore rifles for the thriving shooting club there, and £150 went towards equipment

for H.M.S. Dolphin model railway club, equalling the Sailors' Fund grant.

Participants in the Royal Tournament live in the Earls Court building under what was described as "unpleasant conditions" and a grant of £500 was made to purchase additional fresh milk and fruit for the R.N. and R.M. element taking part.

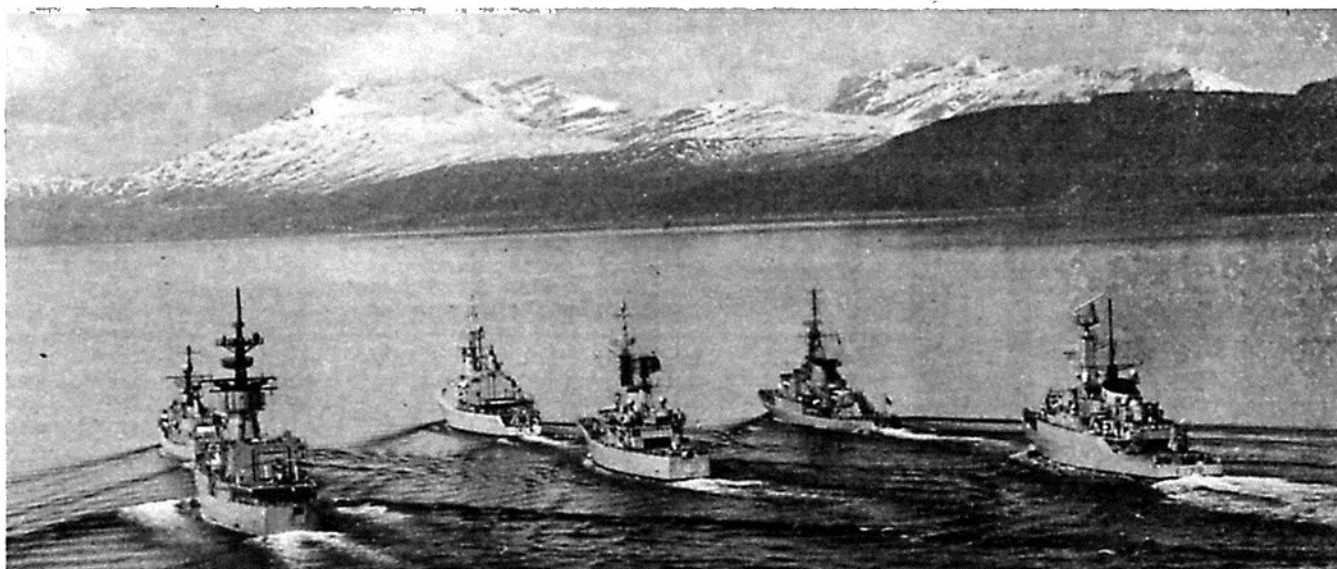
CLOSE STUDY

A bid for £200 for a colour TV set for permanent R.N. staff in H.M.S. Cambria had failed at the Sailors' Fund, but succeeded at FAF, although reservations were expressed. Another case which raised fears of creating a precedent concerned £130 for unit football strip and balls for R.M. Eastney, but again the bid succeeded. In neither case, however, was it regarded as creating a precedent.

Another bid which succeeded was from H.M.S. Collingwood for £100 towards an electromagnetic log for a training yacht. A number of minor grants awarded "out of committee" were also reported.

* For brevity the meeting has been referred to in this report as that of the Fleet Amenities Fund (FAF). In fact, some grants detailed above were made from the Fleet Recreational Fund.

The largest sum awarded at the Fleet Amenities Fund Grants Committee meeting in June was £5,000 towards naval participation in the Round-the-World Yacht Race, for which the Services have entered the Adventure, a Nicholson 55.



Ships representing six nations in the Standing Naval Force Atlantic disturb the calm waters of a Norwegian fjord as they steam past snow-capped mountains near Narvik. In the front row (left to right) they are the Oslo (Norway), the Margaree (Canada), and the Ausberg (Federal Germany). Nearer the camera are the Miller (United States), the Van Galen (Netherlands) and the U.K.'s representative, H.M.S. Ambuscade.

Picture: PO(Phot) Fred Jones

Conqueror re-commissions

After a refit lasting more than two years, the Fleet submarine H.M.S. Conqueror was re-commissioned in the nuclear complex of Chatham Naval Base last month.

Principal guests were Lady McGeoch, who was present when the submarine was commissioned in 1971, and her husband, Vice-Admiral Sir Ian McGeoch, who was Flag Officer Scotland at the time. In keeping with tradition the cake was cut by Mrs. Anne Trussell, wife of the commanding officer (Cdr. Roger Trussell) and the youngest rating on board — 18-year-old SEA Nicholas Reith.

The band of TS Conqueror Sea Cadet Unit of Fleetwood played at a reception in H.M.S. Pembroke. The R.A.F.'s 120 Nimrod Squadron, with which the submarine also has a strong liaison, was also represented.

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Some dates still available for Christmas Parties.

To crown it all . . .

Putting on the style on Silver Jubilee Review Day (right) are naval nurses sporting their new headgear. The two girls on the right are wearing the new "walking out" hat of navy blue felt, with brim turned up at the back and down at the front, which replaces the "pill box" pattern hats.

The crown has a white plastic cover and scarlet hat band trimmed with blue along the upper edge.

Wearing the modern-style headgear, announced in a DCI referred to in the June Navy News, are Naval Nurses Janet Jones and Carolyn Hunt, while Head Naval Nurse Sara Andrews, who is also based at R.N. Hospital, Haslar, wears the traditional tricorn-type hat which senior ratings of the Q.A.R.N.N.S. will continue to wear.

The three were pictured while on duty on board R.F.A. Engadine, which carried Press men and women from all over the world through the Review lines at Spithead. Seen with them, and also on duty, is Surg-Cdr Donald H. Short, R.N.R.

Behind is H.M.S. Ark Royal.



Photo: CPO(Phot) Tony Wilson

Jubilee Review souvenir chart

A souvenir chart of the Silver Jubilee Review of the Fleet by the Queen is being published by the Hydrographer of the Navy, showing the route of the Royal Yacht Britannia in red, the disposition of ships in blue, and anchorage areas in green. The names of participating flag officers and commanding officers will be listed at the bottom.

Copies, printed in standard colours on thin paper, will be available as Admiralty Chart 5171, price £1 each, but Service and civilian staff of the Ministry of Defence may purchase copies at a discount price of 75p each.

Orders should be forwarded as soon as possible to the Sales Manager, Hydrographic Department, Ministry of Defence, Taunton, Somerset, TA1 2DN, remittances being made payable to The Cashier, Hydrographic Department.

To enable bulk distributions and payments, orders should be co-ordinated within units, branches, and establishments.

DCI (RN) J357

★ £3,000 prizes

Seven prizes (three reserved for ratings), totalling in value about £3,000, are offered in the Peter Mitchell essay competition for the Royal Navy and the Royal Australian Navy.

Competitors may choose one of two topics, either: (a) "Can the navy of a medium maritime power afford not to go nuclear for propulsion by the 1990s," or (b) "The roles of women in the navy."

Full details of the competition rules are given in the Appendix to the Navy List. The closing date is October 31, 1977.

DCI (RN) 362

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

'Not yet' is now more frequent

"Not yet" or "now" are vital words for petty officers or chief petty officers seeking promotion, and it is equally vital that the meanings should be closely defined for the use of reporting officers.

This is done in a new official guide on the current regulations, the statement including a revised seniority qualification for promotion to chief petty officer.

When the selection system was introduced in 1971, the ideal minimum age envisaged for promotion to chief was 33, but the average minimum age has in fact fallen, and in some branches is well below the ideal.

The present minimum seniority has therefore been increased for ratings advanced to acting petty officer. Instead of the present three years, ratings advanced to acting petty officer will be required to achieve four years' seniority as a petty officer (acting and confirmed) by September 30 of the year in which the CPO selection board sits.

This change in the minimum seniority requirement will not preclude ratings in any branch from having the opportunity to be considered for promotion to warrant officer.

In order not to affect their conditions of service, existing acting and confirmed petty officers will continue to be eligible for promotion under the present rules.

DCI (RN) 404

★ Naafi rebate

Naafi extra rebate for the 12 months ending May 1, 1976, amount to £30,000, and after payment to the Benevolent Trusts (40 per cent. of the available sum) the balance will be divided between the Commands, the Sports Control Board, and the Fleet Amenities Fund.

The allocation is as follows: Fleet Amenities Fund, £2,000; Royal Naval Benevolent Trust, £11,414; Wrens' Benevolent Trust, £586; Sports Control Board, £10,000; and Commands, £6,000.

The flow of funds will be welcomed by all the recipients, but especially so by the R.N.B.T., whose allocation fell from £19,000 in 1974 to nothing in 1976.

At the same time as this sharp drop in income, the Trust has been feeling the effects of inflation on the actual value of its financial resources.

DCI (RN) 375



"He's like my old woman — always says 'Not now!'"

New warning on asbestos

Hazards associated with asbestos continue to be under close scrutiny, the latest official statement referring to the need for commanding officers and heads of establishments to be in possession of details of all buildings where risk is possible.

In the past, the material has been sprayed on structural steelwork, walls, and the undersides of roofing, in order to provide increased fire resistance, heat insulation, and the like.

Sprayed asbestos insulation which has been coated with a sealant will not normally give rise to the dangerous asbestos dust, but damage to protected or unprotected sprayed asbestos brings certain danger.

Close consultation with representatives of the Property Services Agency of the Department of the Environment is necessary to reduce risk to a minimum.

DCI (RN) 400

★ R.M. awards

Service in Northern Ireland has brought awards to two members of the Royal Marines.

Major Colin Humphrey Cowley Howgill has a Mention in Despatches, and Colour Sergeant

★ Profit down

Although the Services Kinema Corporation's turnover for the year 1975/76 rose from the previous figure of £4,768,269 to £5,563,682, the operating profit was more than halved — from £160,688 to £74,009. The overall surplus fell from £295,251 to £189,108.

Once again it has been necessary to retain the whole of the balance in order to cushion the effects of continuing inflation and the fall in the trading surplus.

However, the Corporation contributed £30,500 to Service welfare by way of free films in Northern Ireland, and a further £3,000 was distributed to selected charities.

DCI (RN) J 392

★ Mountaineering

Details are announced of Joint Services courses at mountain training centres for the period December 1977 - April 1978. Information concerning bidding procedures, pre-course standards, etc., are given in DCI (RN) J 61/77.

★ Scheme ends

The scheme enabling engineer officers on the Special Duties List to obtain Higher National Certificates has been discontinued.

It is no longer required because the civilian Engineers Registration Board of the Council of Engineering Institutes has accepted that all engineer SD officers meet the qualifications necessary for registration as a Technician Engineer (TEng(CEI)).

The ERB recognition of engineer SD training therefore means that status equivalent to the possession of a Higher National Certificate is granted without the need for formal study for such a certificate.

DCI (RN) 407

★ Phasing-out

Since March 1, 1977, "O" levels have been required in the Royal Marines for promotion to warrant officer or to the Special Duties List of officers.

Details are now given of the way in which obsolescent educational standards (HET) will be phased out.

DCI (RN) 403

★ Maths a must

The basic educational standard for promotion to W.R.N.S. officer rank must in future include GCE "O" level mathematics at grade A, B, or C (or equivalent).

DCI (RN) 345

★ Age change

The minimum age of entry into the Clerical and Quarters category of the Queen Alexandra's Royal Naval Nursing Service has been lowered from 19½ to 18½, and changes have been made in the training and advancement pattern. Attainment of acting PO rate should be possible in about two years.

DCI (RN) 329

10%

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New president for Sea Cadets

Admiral of the Fleet Sir Peter Hill-Norton, whose career took him to the posts of First Sea Lord, Chief of the Defence Staff and Chairman of the NATO Military Committee, is the new president of the Sea Cadet Association, and Lady Hill-Norton becomes president of the Girls Nautical Training Corps.

They succeed Rear-Admiral Lord Cairns and Lady Cairns in these positions.

At a London ceremony, Admiral Hill-Norton, who has been president of the Sea Cadets' Reigate unit for 15 years, said that in 400 units throughout the U.K. there were about 20,000 boys and 4,000 girls. "And just as important, over 2,000 absolutely dedicated and selfless officers and instructors looking after them."

He went on, "Is it not encouraging in these days where standards have certainly declined to find so many people who want to be part of an organization which positively demands and gets the highest standards?"

Success story

The Sea Cadet Association, embracing both the Sea Cadet Corps and the G.N.T.C., had been a success story and it was his first priority "to ensure that we follow the well-tried military maxim of reinforcing success." Although the S.C.A. is officially

● The picture shows Lady Hill-Norton, new president of the G.N.T.C., and Admiral of the Fleet Sir Peter Hill-Norton, who has become president of the Sea Cadet Association, being welcomed on board H.M.S. Discovery by the chairman of the S.C.A. (Vice-Admiral Sir Ian McIntosh) and the Captain of the Sea Cadet Corps (Captain T. E. Fanshawe), extreme right.

Photo: Sport and General Press Agency

recognised and receives welcome aid of all sorts from the Royal Navy, it is largely supported by voluntary work and funds.

Lady Hill-Norton has played an active role in many Service charitable organisations, including the Missions to Seamen, the British Sailors' Society and the SSAFA Council. She is a member of the committee of the Queen Adelaide Naval Fund.



TO ALL MEMBERS OF THE REGULAR FORCES

Make sure of your vote for as long as you serve

To be able to vote your name must be on the Register of Electors.

Arrangements for the registration of members of the Armed Forces and their wives or husbands have been made easier by a recent Act of Parliament. With effect from 16th February 1978, you and your spouse once having been registered as Service voters will remain registered, and entitled to vote at Parliamentary General and By-Elections and Local Government Elections, until you leave the Forces. Your registration might also be necessary to enable you to vote at any future referendum.

To be included in the Register of Electors which comes into force on 16th February 1978, and all subsequent registers while you continue to serve, you must, provided you are 18 years of age by 15th February 1979, make a SERVICE DECLARATION on form F/Vote/33 which you should have received by now from your Unit or Ship. If not, ask for one. (You should, if you are married, also receive form F/Vote/34 for your spouse to complete.)

- * Wives or husbands of members of the Armed Forces are no longer able to register as civilian voters and it is important that you obtain a form F Vote 34.
- * The forms must be signed and dated not later than 10th October 1977 (15th September 1977 for N. Ireland constituencies).
- * You should then send the form to the Electoral Registration Officer at your local council office at home*, using envelope F Vote 37 provided, to reach him not later than 16th December 1977.
- * If you, or your spouse, are not 18 years of age by 15th February 1979 you should complete form F Vote 33 (and your spouse should complete form F Vote 34) now. This will ensure that, provided you are still serving, you will be included in the Register of Electors and be able to vote as soon as you are 18 years of age.

Fill in your form NOW or you may lose your vote.

* Chief Electoral Officer Belfast by 15th December for N. Ireland residents.

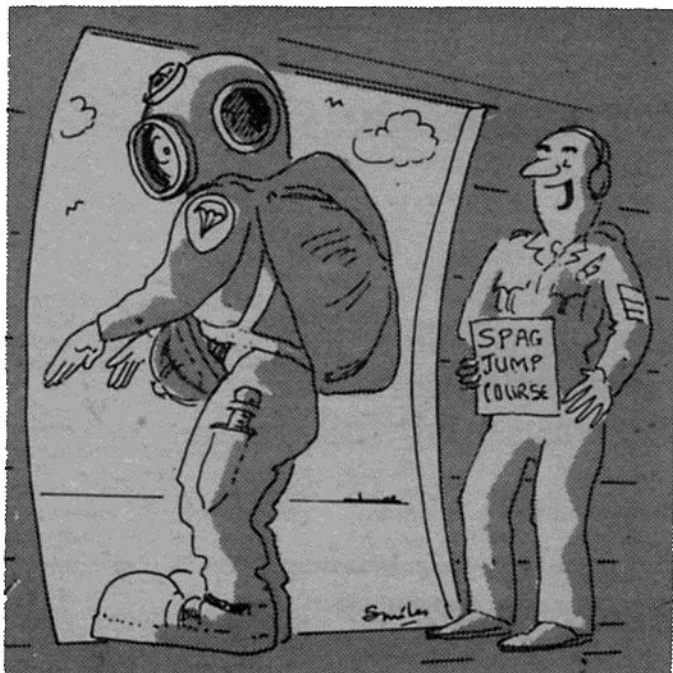
MORE D.C.I.s

Badge for SPAGs

Ratings of the Subsunk Parachute Assistance Group (SPAG), who have completed the special parachute course, are to have a special skill badge representing an open parachute.

They may continue to wear the badges throughout their service, irrespective of the duties on which they are employed.

DCI (RN) 378



"Mind as you clump out!"

★ Check Chacons

"Watch your Chacons" is a safety message which has gone out since one of these standard wooden Navy containers disintegrated while helicopter slung — an accident which could have had serious consequences.

Eventually, the Chacons will be replaced by two different types of commercial-type metal containers, but expenditure restrictions will mean that "for many more years there will be an ageing population of wooden Chacons." It is important that the condition

of these Chacons should be regularly checked and reported.
DCI (RN) J 369

★ Postage up

Forces concessionary rates of postage were increased on June 13, 1977, in line with civilian tariffs.

DCI (RN) J 390

★ Supply dinner

The 1977 Supply Officers' Dinner will be held at H.M.S. Pembroke on Friday September 23.

Your vote matters -don't lose it



WHEN YOU GET OUT, WE'LL BE WAITING FOR YOU.

WHEN you've been in the armed forces for a while, you take certain things more or less for granted.

Companionship, for example. Esprit de corps. The feeling of belonging. Call it what you will. It doesn't exist in civvy street.

And many ex-service people who were convinced that they'd be happy when they

got out find it hard to settle and make friends.

Then again, many civilian jobs offer no possibility for people who've been in the forces to exercise the abilities their training has given them.

The Metropolitan Police on the other hand, offers a career which can use the self-discipline, initiative and sense of responsibility that service training bestows.

We also offer companionship and team spirit not far removed from that in the forces. (You'll realise this the first time you witness the response to a radio call for "Constable in need of urgent assistance...").

Everybody turns out.

Another similarity is the feeling of security you get from knowing where your next pay day is coming from. We don't have strikes or lay-offs.

All in all, it's not surprising that a large number of ex-service people make successful careers for themselves in the Met.

We'll be waiting to welcome you when you get out with a place to live and a good starting salary.

And if you're ex-service, you're eligible up to the age of 45.

If you meet the height requirements and are physically fit, talk to your Resettlement Officer or send the coupon for full details today.



THE METROPOLITAN POLICE

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Or send this coupon to the Chief Inspector, Careers Section Dept. GA129, Metropolitan Police, 4th Floor, Hope House, 45 Great Peter Street, London SW1P 3LT.

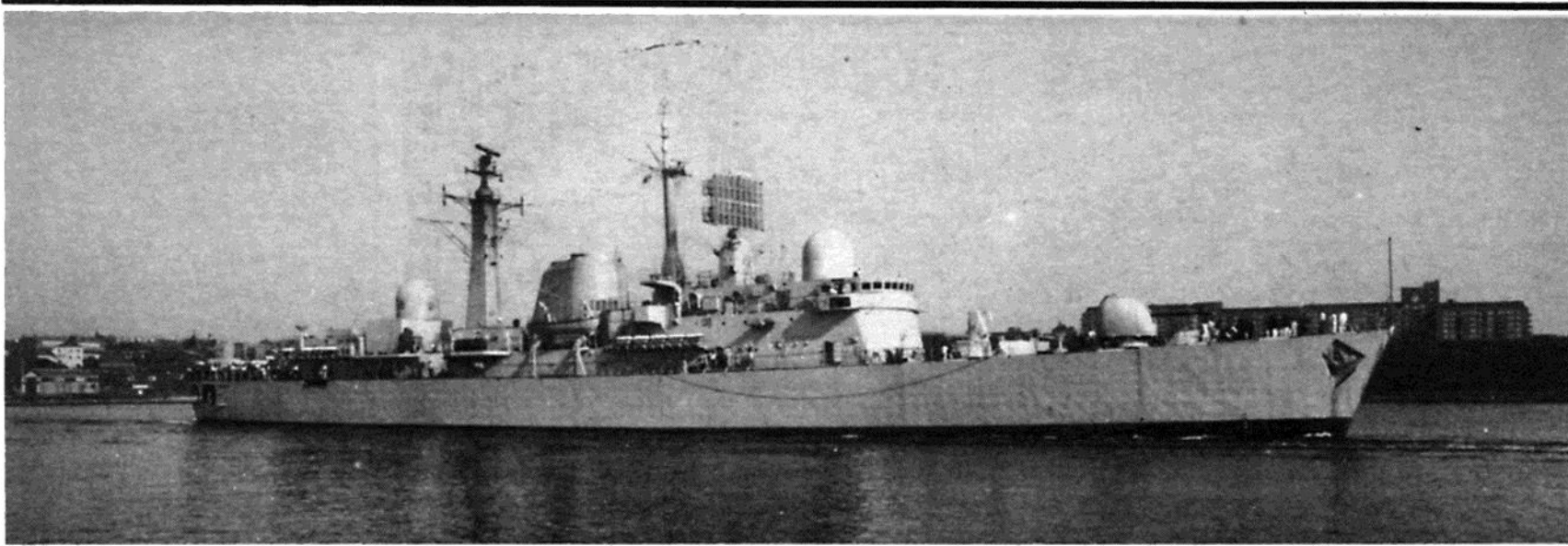
Name (Mr/Mrs/Miss) _____

Address _____

Age _____



LONDON'S 8,000,000 PEOPLE TAKE A LOT OF LOOKING AFTER. COME AND GIVE US A HAND.



Howway the lads! Newcastle sails

H.M.S. Newcastle (left), building at British Shipbuilders' yard at Wallsend, has been to sea for the first time on contractors' sea trials.

The Type 42 guided missile destroyer, laid down in February 1973 and launched in April 1975, is the third warship of the name to be built on the Tyne within the city boundaries of Newcastle.

The previous Newcastle had a strong liaison with the city from soon after her completion in 1937 until her trophies were returned to the city for safe keeping when the ship paid off in 1958.

Now the city has resolved to adopt the new ship — a pleasing prospect for the ship's company as Newcastle is renowned for its warm welcome.

There is a small naval community on Tyneside as three other Type 42s — Glasgow, Cardiff and Exeter — and the second through-deck cruiser, Illustrious, are being built there.

Newcastle's ship's company standing by has undertaken a number of local charity projects, including rejuvenating old toys for poor children last Christmas. Other activities have ranged from demonstrating Uckers at the Newcastle Recreation Festival to a fruitful association with Scottish and Newcastle Breweries!

A B.B.C. Newcastle film of the progress of H.M.S. Newcastle from keel-laying to commissioning is due to be shown next year.

MEDAL FOR FITTLETON RESCUE HERO

● Final total of the H.M.S. Fittleton Fund was £80,950.

This sum has now been distributed to next-of-kin of the 12 members of the Royal Navy and Royal Naval Reserve who lost their lives as a result of the collision between the Fittleton and H.M.S. Mermaid in the North sea last September.

The Trustees of the Fund wish to thank the many thousands who contributed.

Cliff drama team commended

Twenty-two members of H.M.S. Daedalus Search and Rescue Flight have been commended by Flag Officer Naval Air Command for their bravery after a fatal cliff fall at Lulworth Cove, Dorset, in February.

Two helicopters were called to Lulworth when rocks fell on a party of schoolchildren, killing a teacher and one child.

In hazardous winds, the helicopters hovered dangerously close to the crumbling cliffs to lift two seriously injured children, one of whom died later in hospital.

FONAC's commendations were presented by the Captain of H.M.S. Daedalus, Capt. D. F. Robbins, to Lieut. W. Fewtrell, AA1 Griffin, CAMN1 Radley, POEL Tuckwell, LREM Boyce, LACMN C. Crossley (diver), LACMN G. Cutcliffe, LAM T. Seemark, EMA M. Riva, CACMN C. Taylor, POACMN M. Rowsell, SO1 C. Geere (Coastguard), POACMN Peel (diver), Lieut. G. Dunne, AMN1 J. Dennier, CEL(A) Jones, LREM J. Bathe, EMA K. Miller, NAM P. Williams, LAM Moody, and NAM Craig.

The commendation was awarded posthumously to Lieut.-Cdr. Colin Rose, commanding officer of the flight at the time of the rescue, who died in April.

For saving the life of one rating and contributing to the escape of two others from the R.N.R. minesweeper H.M.S. Fittleton, Leading Cook (SM) David Young has been awarded the Queen's Gallantry Medal.

The Fittleton sank off the Dutch coast in September 1976, after a collision with the frigate H.M.S. Mermaid during a NATO exercise.

At the time LCK Young was on loan to the Fittleton from the nuclear-powered Fleet submarine H.M.S. Superb, in which he is still serving.

Confused

When the ships first collided LCK Young was on the Fittleton's upper deck. He was making his way to the ship's galley to check for damage when there was another collision and the Fittleton capsized.

On his way aft LCK Young met two ratings who were both con-

siderably shaken and confused. He took charge and guided them through the waist-deep water to the wardroom flat from which they escaped to the surface.

Before he could follow LCK discovered a third rating who was unable to find an escape route. He told him to take his boots off and then guided him towards the galley flat door, which was found to

be closed, blocking their escape.

By now there was very little air in the compartment and they were in imminent danger of drowning.

He told the rating to keep close to him and swam towards the door which he managed to open. Both men then escaped by swimming underwater through the wardroom flat and up to the surface.

FEARLESS NINE WIN AWARDS

Nine bravery awards have gone to officers and ratings who were serving in H.M.S. Fearless in November last year when the assault ship went to the assistance of a Greek freighter on fire five miles off Malta.

Lieut.-Cdr. Peter Luce, who at the time was first lieutenant of the Fearless, and CMEM Brian (Mick) Ahern both received the Queen's Commendation for Brave Conduct.

The Commander-in-Chief's commendations were awarded to CMEM John Elder and MECH1 Michael Reed and to the following officers and ratings who have since left the Fearless: Cdr. T. J. W. Hale (then executive officer), Lieut. Graeme Armstrong,

FCOEA Michael Stephens, LMEM Lee, and LMEM Yeates.

When the Fearless reached the Nostos Vasso Athene it was discovered that the Greek ship had been abandoned by most of her crew and it was clear that the fire was out of control.

Lieut.-Cdr. Luce was the officer in charge of the fire-fighting and boarding parties and was the first man to be winched from a helicopter on to the deck of the Athene. For the first two hours he was in constant danger not only from the fire, which was spreading out from the engine room and through the superstructure, but also from the potentially lethal deck cargo of lighter fuel and acid. He was also constantly soaked with water and foam and had to contend with acrid smoke, heat and deafening noise.

The official report states that Lieut.-Cdr. Luce maintained an exemplary standard of coolness and leadership, displaying a great presence of mind in fighting the fire.

POISONING

Early next morning Lieut.-Cdr. Luce was ordered to retire to the Fearless because of carbon monoxide poisoning, but later in the day he returned to the Athene to take her into Grand Harbour, Malta.

CMEM Ahern led and directed the fire-fighting teams who were confronted with an unfamiliar and smoke-filled ship which lacked power and light and was burning fiercely. Despite their initial efforts the fire continued to spread, but thanks to CMEM Ahern's confidence and leadership the fire was brought under control after 90 minutes.

A minor fire broke out on board the Athene in Grand Harbour and although CMEM Ahern and his team were exhausted they dealt successfully with the blaze.

MECH1 Reed received his award for the way in which he controlled the fire-fighting on the port side of the freighter, working from a landing craft which at one time was precariously placed beside the listing vessel. CMEM Elder was particularly commended for leading the first group of fire-fighters into the engine room, which proved to be the seat of the fire.



Capt. L. A. Bird, commanding officer of H.M.S. Fearless, congratulates CMEM Mick Ahern on the receipt of the news of his bravery award. In June CMEM Ahern was awarded the Queen's Silver Jubilee Medal.



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NEWSVIEW

When courting can be costly

When the Fleet's in, some of the minor consequences may not become apparent until a while later. Then comes the day of reckoning to ensure that not just one party is left holding the baby. If it is a familiar tale which has continued down the years — centuries would probably be more accurate — it is not the object of this piece to moralise.

But increasingly it is becoming clear that while justice may seem to be done, Jack isn't always doing himself justice. This applies to a variety of court orders, including separation orders and those associated with divorce settlements.

NOT THE TOTAL PICTURE

From orders now being made it is apparent that the courts are not always aware of the full situation concerning pay. On receiving a summons to appear, sailors have been known to decide not to attend, and perhaps more importantly not to take legal advice or be legally represented.

As a result, the court may make an order on a "wage" figure which may not give the total picture. For instance, Jack may be serving afloat, receiving free food and accommodation, he may be receiving submarine pay, or there may be other allowances in operation which next month, or as a result of the court order, will disappear.

The result is that court orders, which the Navy is required to put into operation by compulsory allotments, sometimes appear unrealistic. (In any case, orders from different parts of the country can vary widely — making a little indiscretion a more expensive proposition in one place than another!)

CONCERN FOR FAIRNESS

Stress is being laid on the importance of taking legal advice, which is available free through the Navy for all ratings up to and including petty officer. If a sailor wishes to be represented in court proceedings, advice can be given on instructing a civilian solicitor. A fee for this representation is likely, although in some cases free legal aid through the Law Society is possible.

The concern is to avoid financial effects which have been known to horrify unnecessarily in some cases, and for a fairness for the sailor and his family in difficult situations where inevitably no one can be completely satisfied.

No suggestion is being made that Jack is any better or worse than anyone else in matters marital. He appears to be simply part of a national trend.

The front page headline of the July Navy News read "Cheers" and the report began, "The once familiar cry 'Splice the Mainbrace' went round the Fleet." As most old salts will remark, possibly with regret, the cry wasn't all that familiar, even during the days of the rum ration.

"Splice the mainbrace" is a strange expression — for a start the rope known as the main brace wasn't spliced! At least not when fitted new, but during the Napoleonic wars (1793-1814) there were many occasions when hemp, particularly Russian hemp which was used by the Navy in large quantities, was in very short supply.

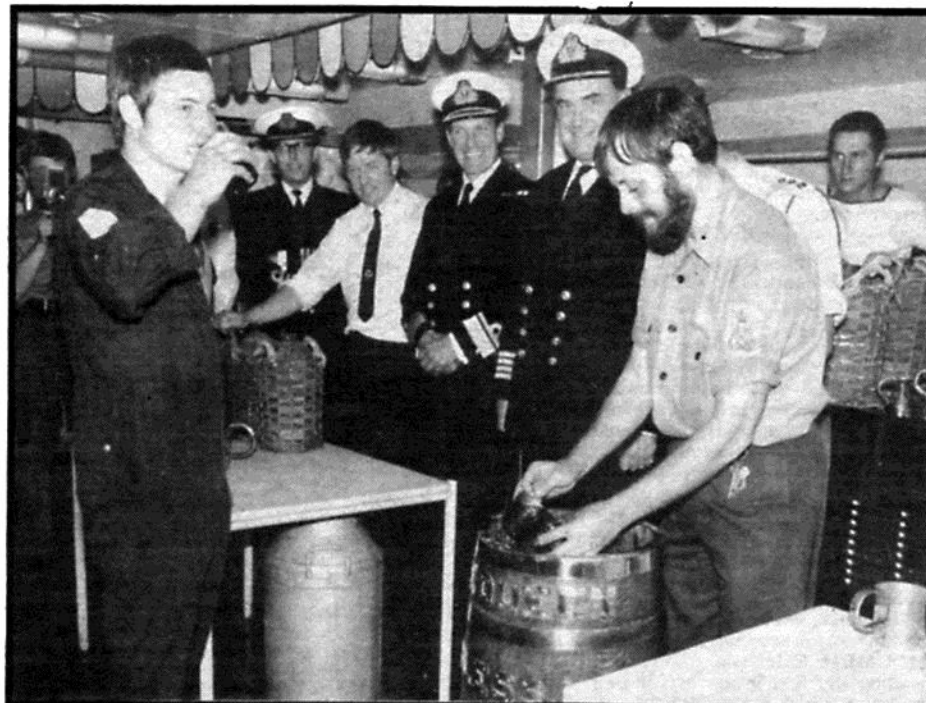
Rope was used over and over again but downgraded in the importance of its task as it deteriorated. Even gunport lid "burton" tackles were used up as bucket handles and the like and this relegation meticulously recorded by the gunner in his ordnance record book.

First record

If a main brace did part and cordage was in short supply, it had to be spliced rapidly regardless of the weather, because not being able to control the 7½-ton main yard of a first rate ship of the line with its heavy main course of canvas and stunsail booms was tantamount to a main engine failure.

Such a yard could swing round to within 20 degrees of the fore and aft line of the ship with a resounding crash, spilling the wind as it went!

The first known record giving reference to the term "Splice the Mainbrace" was by Captain Rowley, of H.M.S. Cumberland, in 1797 (the year of the Spithead Mutiny). The ship's company had complained that their commanding officer had stopped their wine allowance. At the court of inquiry, Captain Rowley said, "The wine so stopped was applied to the general good of the People as far as it was expended by splicing the main brace in bad weather or by giving it the People generally after much fatigue".



Splice the Mainbrace!

Lieut.-Cdr. PETER WHITLOCK, commanding officer of H.M.S. Victory, explains the origin and meaning of the term.



From last month's front page

("People" was the generally accepted term for ship's company.)

Rum was issued in the Royal Navy for about 300 years, starting with an unofficial issue in 1655 when a British squadron under Admiral Penn captured Jamaica. It should be remembered that it was impossible to store beer in the cask for many weeks and water soon became brackish.

By 1731 a regular issue of one pint of wine or half pint of rum was made daily in two separate issues. In 1740 Admiral Vernon caused the rum to be diluted by one quart of water to half a pint

of rum. He issued his order from H.M.S. Burford on August 21, 1740.

The origin of the word "grog" to describe watered rum is probably due to the program cloak that Admiral Vernon wore, giving him the nickname "Old Grog".

Trotter's poem, written aboard H.M.S. Berwick, has a verse:-

"A mighty bowl on deck he drew and filled it to the brink;
such drank the Burford's gallant crew and such the gods shall drink;
The sacred robe which Vernon wore was drenched within the same;
and hence its virtues guard our shore and Grog derives its name!"

Two and one

The next major change affecting rum came in 1824 when the tea ration was introduced and the rum issue accordingly reduced to one gill (quarter pint). In 1826 the ration was increased by one fifth on changing from Wine measure to Imperial measure, but it became one gill again in 1844. The year 1850 saw the ration standardised as one-eighth pint and grog money, or an extra sugar and tea allowance was paid in lieu if so desired by an individual.

In 1881 the issue of rum to officers and men under 20 years of age ceased. "Two water grog" (two and one) did not become standard until as late as 1938.

On August 1, 1970, when the rum ration was abolished in the Royal Navy, the event was marked by semi-humorous unofficial mourning ceremonies in various ships.

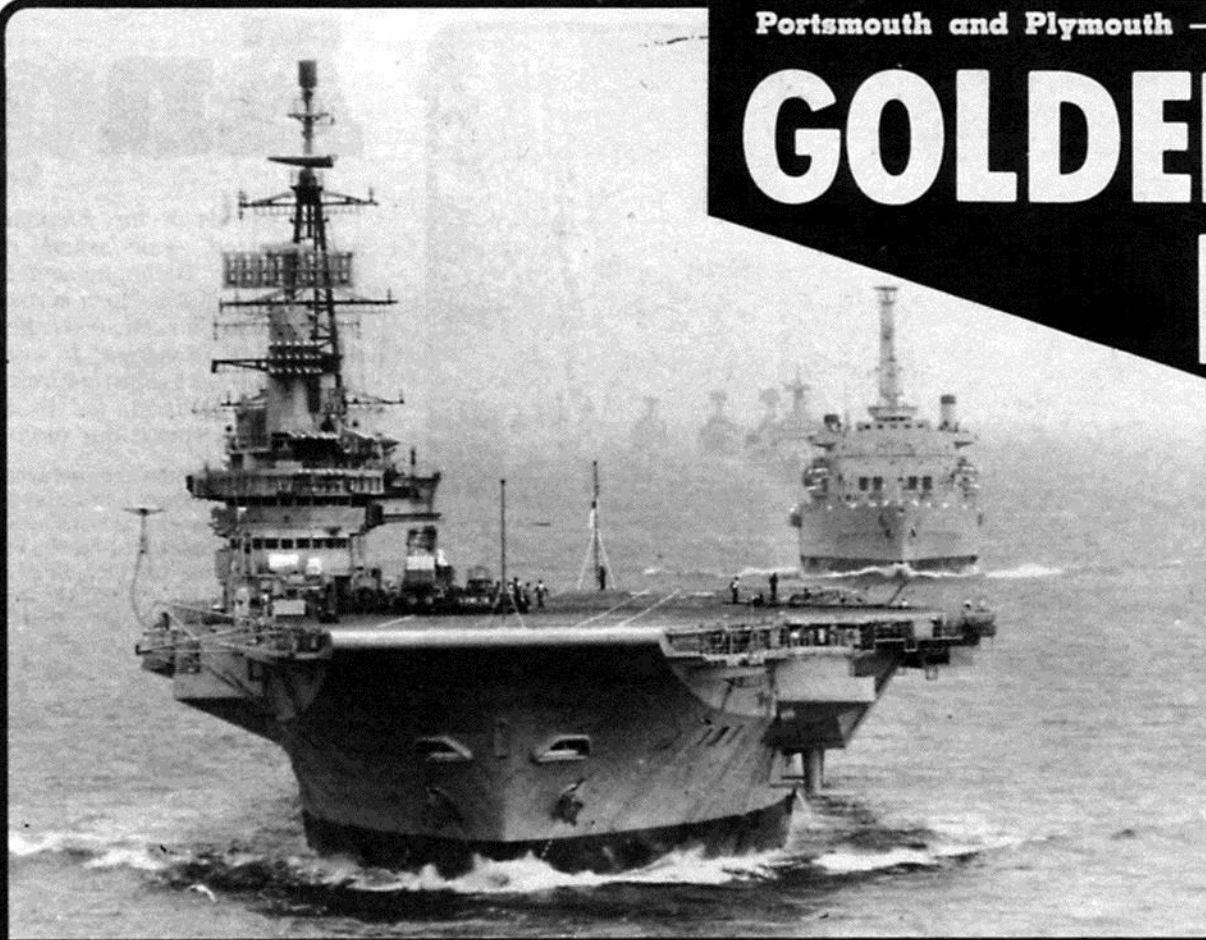
Despite reports that when the "Splice the Mainbrace" ceremony took place after the Silver Jubilee Review, naval rum would not be available in H.M. ships, H.M.S. Hermes had no problems.

Pusser's rum, obtained commercially in Gibraltar, was poured from wicker-work covered jars — certainly familiar to the older members of the ship's company — and the issue was measured in the correct copper jugs from a barrel inscribed in brass letters: "The Queen, God Bless Her."

Honour of drinking the first tot went to LOEM Paxton — pictured, as PO Harding measures another. Looking on are Rear-Admiral W. D. M. Staveley (Flag Officer Carriers and Amphibious Ships), Capt. R. G. A. Fitch (commanding officer of the Hermes), Cdr. M. Gilbert (supply officer), CPO Yeates and (right background) LSA Crowder.

Portsmouth and Plymouth — August 27, 28, 29

GOLDEN YEAR FOR NAVY DAYS



In line ahead . . . H.M.S. Hermes and a line of ships photographed from the bridge of H.M.S. Ark Royal by LA(Phot) Michael Cunningham after the vessels had steamed past the Chief of Defence Staff the day after the Silver Jubilee Review of the Fleet. The Ark and Hermes are the "stars" of Plymouth Navy Days.



H.M.S. Fife, one of four guided missile destroyers in Portsmouth Navy Days, with her new Exocet ship-to-ship missiles mounted just below her bridge.

Picture: LA (Phot) Bob Stannard.

PORTSMOUTH SHIPS

Nelson's flagship — H.M.S. Victory (still flagship of CINCPACFLT).
 Helicopter cruisers — H.M.S. Blake, H.M.S. Tiger.
 Guided missile destroyers — H.M.S. Devonshire, H.M.S. Kent, H.M.S. Fife, H.M.S. Sheffield.
 Frigates — H.M.S. Apollo, H.M.S. Arethusa, H.M.S. Dundas, H.M.S. Rhyl, H.M.S. Torquay.
 Survey ship — H.M.S. Beagle.
 Patrol submarines — H.M.S. Cachalot, H.M.S. Ocelot.
 Royal Fleet Auxiliary ships — Tarbatness (stores support), Green Rover (Fleet tanker).
 Minesweepers — Standing Naval Force Channel.

Left: Pictured on trials off the Isle of Arran — the new Type 21 frigate H.M.S. Ardent, sister ship of three Amazon-class ships taking part in Plymouth Navy Days.

Picture: LA(Phot) Allen

PLYMOUTH DETAILS

With the exception of the war years, Navy Days have been held at Plymouth since 1928, making the event just one year younger than Portsmouth's.

A number of changes have been made at Plymouth this year to make it even easier for the public to see — and board — the ships and meet the men.

With "opening time" at 10.15 a.m. on August 27, 28, and 29, most of the ships — including the Navy's two largest warships, H.M.S. Ark Royal and H.M.S. Hermes — will be open to the public by 10.30 a.m.

Ashore, a comprehensive covered exhibition

To commemorate Plymouth Navy Days 1977 a special postal cover will be on sale, price 45p. Each cover bears a picture of H.M.S. Ark Royal and a 10p Silver Jubilee stamp cancelled with the B.F.P.O. frank and dated August 27. Covers are available from the Philatelic Officer, H.M.S. Drake, H.M. Naval Base, Plymouth PL2 2BG. Cheques should be made payable to the Treasurer, Plymouth Navy Days. All proceeds will go to naval charities.

will show how the shore establishments of the West Country support the Royal Navy.

For those who want action there will be two showings of the arena display, including items by the Royal Marines, local Reserve units and the Bomb and Mine Disposal Team, plus displays by Royal Marines Massed Bands.

On the river, assaulting and surface forces will wage mock warfare against defending helicopters and fixed-wing strike aircraft of the Royal Navy, culminating in a spectacular display by one of the Ark Royal's Phantoms.

Full-scale catering and a wide range of souvenirs are available at reasonable prices, while those who want to go afloat themselves — for pleasure — can do so in a minesweeper or landing craft at an extra cost of 20p.

Apart from this there are no other charges once entry of 25p for an adult, 10p for a child or £1 for a car and all its occupants has been paid.

In the year in which the Queen celebrates the first 25 years of her reign, Portsmouth Navy Days marks another Jubilee — the 50th anniversary of the first event of its kind in the Hampshire naval port.

With such a sense of history and occasion it is fitting that once again that doyen of Her Majesty's ships, the Victory, should head the list of ships open to visitors.

The helicopter cruisers Tiger and Blake are the biggest ships on show and there is an impressive line-up of guided missile destroyers, including H.M.S. Sheffield, one of the new Type 42s.

As ever, trains, boats and planes play a big part in the days' entertainment. The "train service" will take passengers around the Dockyard, with stops at key places on route, to save weary legs. The boats will be used by the Royal Marines and Royal Naval Auxiliary Service for the ever-popular harbour trips. The helicopters will give displays over the harbour twice daily.

Even the remainder of the wide range of displays and exhibitions are by no means "static". For example, visitors can test their skills in those staged by H.M.S. Collingwood and H.M.S. Excellent by "flying an Apollo spacecraft," "beating the England goalkeeper" and "controlling a helicopter-launched missile."

Admission costs 30p (children 15p), £1.25 per car (including occupants), and £9 per coach and occupants.

The gates will be open from 10.30 a.m. to 5.30 p.m. on each day, with the Beat Retreat ceremony by the Royal Marines Band in the Victory Arena bringing each day to a close.

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New Gifts International Catalogue shortly available

THE SHIPS

Aircraft carrier — H.M.S. Ark Royal.
 Commando and anti-submarine ship — H.M.S. Hermes.
 Fleet nuclear-powered submarines — H.M.S. Valiant, H.M.S. Superb.
 Frigates — H.M.S. Alacrity, H.M.S. Amazon, H.M.S. Arrow, H.M.S. Cleopatra, H.M.S. Eurymachus, H.M.S. Leander, H.M.S. Mohawk, H.M.S. Phoebe, H.M.S. Salisbury.
 Patrol submarine — H.M.S. Olympus.
 Fast training boat — H.M.S. Scimitar.
 Survey ships — H.M.S. Fawn, H.M.S. Fox.
 Inshore minesweepers — H.M.S. Dittisham, H.M.S. Flintham.
 Inshore minehunter — H.M.S. Avelley (attached to Plymouth).
 Royal Naval Auxiliary Service vessel — X.S.V. Puttenham.
 Dutch ship — Zaarduis.
 Royal Fleet Auxiliary stores support ship — Lyness.



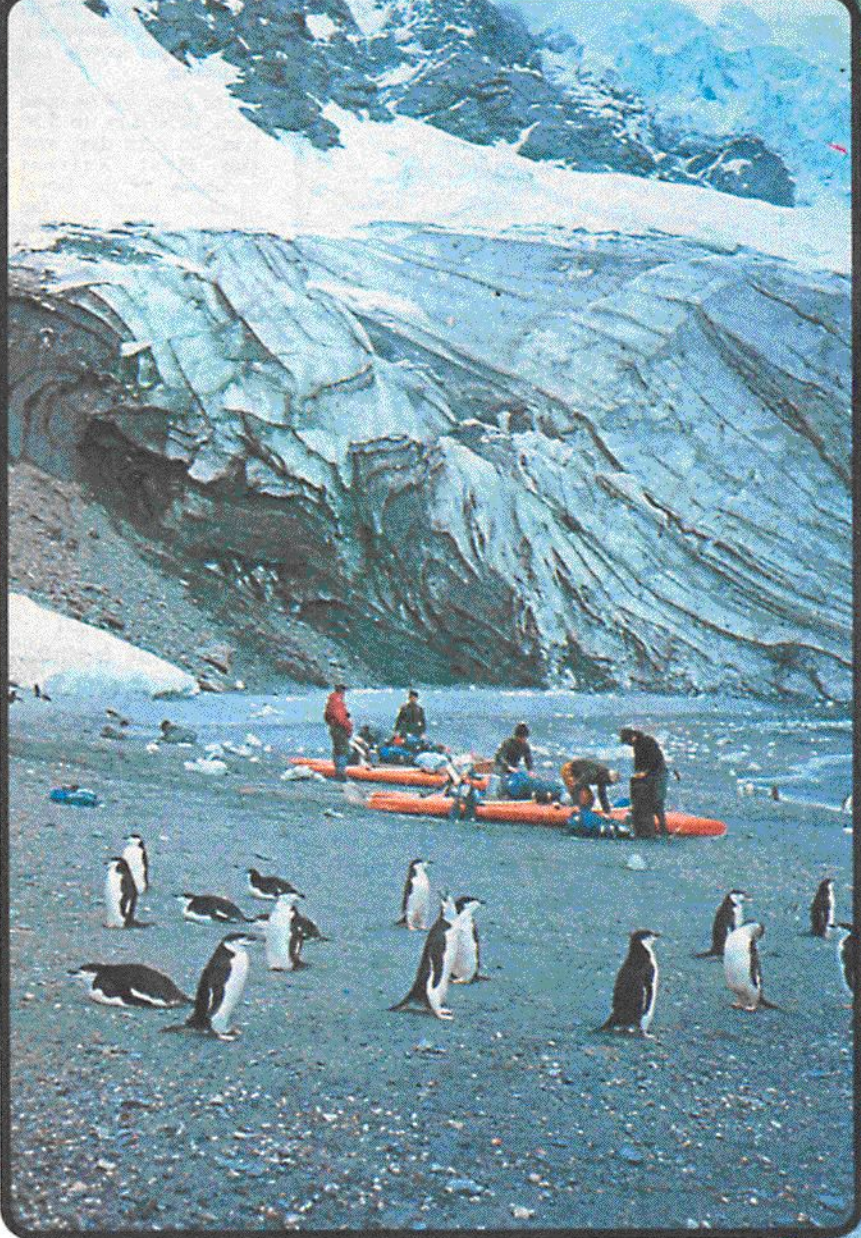
An ex

The islands of the Elephant group — ice-encrusted, gale-lashed peaks — Weddell and Bellinghausen Seas. The drawn from Cape Horn across Drake's Antarctic Peninsular, 600 miles or so from tip of South America. It was here, a throw from the Antarctic Circle, that men Services expedition, led by Cdr. Chris Royal Navy, spent four months.

The photographs reproduced here are deceptive. They show a peaceful if spectacular landscape. They reveal nothing of the dozen or more hurricanes that hit the expedition, or the 40-knot gales that blew in at a rate of one every three or four days. Or the 15 days of rain, sometimes freezing, that fell in each month.



The camera catches Cdr. John Highton in pensive mood ... He was deputy leader of the Elephant Island expedition and is now in the warmer environs of H.M.S. Rooke, Gibraltar.



Study and Adventure

The aims of the 1976-77 Joint Services expedition were two-fold: scientific study and adventure. Each of the 16-man party was expected to contribute to both objectives. Science was the primary aim, however, and the expedition's facts and findings will be published in the scientific press in the years to come.

A more immediate account of the expedition will be "South Shetland Summer," a book to be published next year by Anthony Nelson. Written by expedition leader Cdr. Chris Furse, the book will tell the stories of the Elephant Island trip and provide the first definitive account of the islands.

The basic facts of the expedition were that the 16 participants were dropped in two

groups by H.M.S. Endurance between December 17 and 19, 1976. Eight men under Cdr. Furse began a two-month exploration of Aspland and Gibbs Islands, while the other eight, under Cdr. John Highton, investigated Clarence Island.

On February 14 the Endurance returned to the area to

reunite the two groups on Elephant Island itself. The final month saw the continuation of exploration begun during Cdr. Malcolm Burley's Joint Services expedition in 1970-71. In mid-March the Royal Navy's ice patrol ship once more appeared over the horizon to return the adventurers to civilization.

THE MEN WHO WENT ...

The men who went to Elephant Island: Cdr. Chris Furse R.N., expedition leader, birds; Cdr. John Highton R.N., deputy leader, glaciology; Capt. Jem Baylis R.A.E.C., botany; Sgt. Major Ed Bright R.G.J., reserve mountaineer; Lieut. Chris Brown R.N., geologist, purser; Capt. John Chuter R.E.M.E., invertebrates, communications; Lieut. Nigel Davies R.N., meteorology, canoeing, fishing; Lieut. Tim Hallpike R.N., oceanography, hydrography; L.Cpl Len Hunt R.C.T., seals, whales, hut repairs, wreck survey; Capt. Chris Hurren R.E., survey, cartography; Lieut. Nick Martin R.N., history, quartermaster; Surgn-Cdr. Alan Milne R.N., doctor, parasites; Flight-Lieut. Frank Mogford R.A.F., ichthyology, photography; Flying Officer Dave Monteith R.A.F., cine and geomorphology; Lieut. Andy Simkins R.A., fishing, mountaineering; Flight-Lieut. Gordon Turnbull R.A.F., doctor, plankton, fish foods; Lieut. Ras Turner R.N., reserve cinefilm; Lieut. Mike Wimpenny R.M., geology.



Top: An Antarctic fulmar nests on the cliffs of O'Brien Island above the expedition's tents. The expedition made the first Antarctic canoe journey from the beach to snow-capped Aspland Island beyond. After climbing Aspland, the expedition named its 2,400ft. summit Mount Jubilee in honour of the Queen's Silver Jubilee, subject to the approval of the Antarctic Place Names Committee.

Above: The expedition loads up one of its catamaranned pairs of canoes on the beach of Aspland Island before leaving for Gibbs Island. The men shared the beach with four species of seal and five of penguin. Behind the canoes a glacier snout shows layers of grey grit, like the annual rings of a tree trunk.

Right: Some of the expedition's ten canoes lie on the only beach on O'Brien Island. Nesting Chinstrap penguins sit tight to prevent the snow chilling their eggs. This was the only spot on this steep island to which H.M.S. Endurance's helicopter could bring stores. The expedition made the first ascents of O'Brien and Eadie Island (seen in the background) to which they had to canoe past a grounded iceberg.

xped they will never forget...

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Passage to the
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Elephant
Island
1976-1977

Nor do the photographs capture what Cdr. Furse describes as "the magic of Antarctica": that indefinable reason 16 sane men chose to spend 100 days in acute discomfort and ever-present danger.

No picture can conjure up the "delights" of living amid the clamour and stench of thousands of Chinstrap penguins, being pecked as each boot slid past on the muck-covered scree. Under such conditions, people quickly stop loving penguins.

Of a thousand other incidents there is no photographic record for the simple reason that those involved were too busy keeping warm, or dry, or afloat, or alive.

Like the four-man voyage in damaged, rafted and laden canoes round the southern end of Clarence Island. The nightmare started when heavy brash ice

scraped off make-shift patches on the canoes, and rising winds made it impossible to turn back. Mile-high cliffs gave no hope of a quick beaching. While pumping furiously to keep the water down, they were struck by "williewaws," sudden gusts of wind which blew one raft a mile out to sea. They landed safely after four hours, only to lose all four canoes a few days later when an ice avalanche crashed on to the same beach.

These voyages, the first made by canoes on the Antarctic, were totally unsupported. Much had been expected of the canoes, but bad weather severely curtailed their use and only three out of ten survived the expedition.

One of the most uncomfortable journeys of the expedition was by Chris Hurran's party to collect

kit from the tiny refuge hut on Elephant Island. Instead of two days, the trip took four. Halfway across a big glacier they were caught by a rainstorm and, unable to pitch tents in the high winds, pressed on to a snow slope in which a shallow trench was dug and roofed with skis.

The party spent the night practically underwater in polythene survival bags, their heads and shoulders under the makeshift shelter. Next day they reached the beach, built a stockade against wind and elephant seals, and pitched their tents.

After a day drying out and another of foul weather, the party continued eastwards. Caught again by rain and wind, and baulked above the icefall, they forced on to base camp and reached it, wet and exhausted, hours after dark.

One of the closer calls involved Cdr. Furse himself. After an eventful three-hour trip along the south coast of Elephant in two catamaranned canoes, he and two others barrelled in on the crest of a ten-foot "dumper" wave, to be smashed against the ice at the back of the beach.

"The seas then rather took charge. At one point I lay on the beach, pinned helplessly by two swamped and loaded canoes, while Lenny (Lance-Cpl. Len Hunt) held my head above the water," was how Cdr. Furse later described the incident.

The day before H.M.S. Endurance arrived to embark the party, a force 12 hurricane hit the island, gusting up to 100 knots. It seemed a fitting farewell.

Two hours of unexpected luxury punctuated months of hard living for eight members of the expedition. Cdr. Chris Furse and his team had timed their proposed canoe crossing from Aspland Island to Gibbs Island so that the tourist ship M.S. Lindblad Explorer could "mother" them across the 15 miles of open sea.

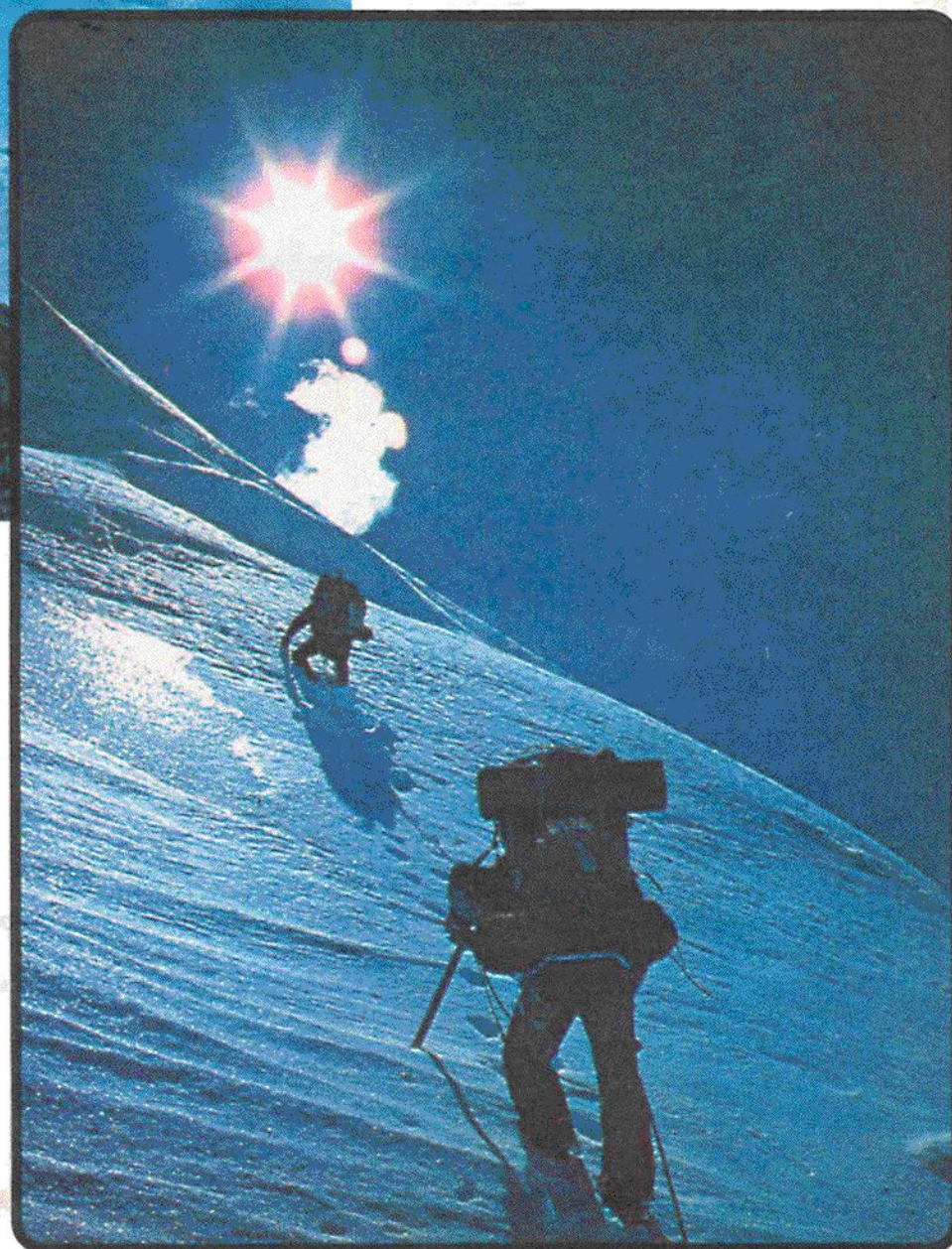
Came the day, January 8, and the conditions were too hazardous for canoes. So the intrepid explorers paddled out to the ship and hoisted their canoes aboard. Unkempt, unwashed, smelling of a month among the penguins, and fully accoutred for canoeing, they promptly demolished the piles of food laid before them on immaculate table linen, posed for the tourists' cameras, then canoed ashore at Gibbs as the ship steamed off on the next stage of her Antarctic cruise.

Left: At the end of the expedition, the team arrived at the 10ft. by 6ft. prefabricated refuge hut, made at H.M.S. Sultan and erected on Elephant Island by the Joint Services expedition in 1970-71. Behind the hut in this picture is Mount Elder, named after the surveyor of the earlier expedition, Capt. John Elder, R.E.

Below: Cdr. John Highton and Capt. John Chuter climb towards the sun up the eastern slopes of 6,300ft. Mount Irving, kicking their crampons into hard snow. The expedition made the first ascent of this summit of Clarence Island, named after a former Hydrographer of the Navy.



The Gibbs Island party. From left (back row) they are Lieut. Andy Simkins, Surgeon-Lieut. Alan Milne, Cdr. Chris Furse (expedition leader), and Lieut. Tim Hallpike. In the front are Lieut. Chris Brown, Lieut. Nick Martin, Capt. Jem Baylis, and Flight-Lieut. Frank Mogford.



As one door closes, another opens. That's life.



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George Hunter

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DIARY DATES

Many people in the U.K., especially those living many miles from the coast, rarely see a sailor or a warship. Readers may be interested, therefore, in this diary of shows, exhibitions, concerts, and other events at which you can "meet the Navy." The list of venues and dates is issued by the Director, Naval Careers Service.

AUGUST	
1-3	Inverness Tattoo. Summer visiting team. Static helicopter.
1-2	Turiff Show.
1	Bournemouth Air Show. R.N. Historic Flight.
2-6	Colchester Military Tattoo.
3	Nairn Agricultural Show.
4	Cartmel Show.
4	Bakewell Show. Helicopter. R.M. free-fall para club.
4-6	Black Isle Show.
4-6	Army Air Days, Middle Wallop. Helicopters.
5-13	Cardiff Military Tattoo. R.M. band, motor-cycle display team, R.N. display team.
5-14	Skegness Centenary Celebrations. Static helicopter (5th and 6th). Summer visiting team (5-11). R.M. free-fall para club (5-6).
5	Royal visit to Plymouth. R.M. band. Keith Show.
8-9	Cambridge 21st Open Day. R.M. band.
11	Appleby Agricultural Show. Static helicopter.
12-13	Shrewsbury Flower Show.
13-14	Fleetwood SCC Tattoo. Summer visiting team, static helicopter.
13-14	Yeovil Festival of Transport.
13	Lord Mayor's Show, Stoke on Trent.
14	Teesside Air Show.
18	Flint and Denbigh Show. R.M. motor-cycle team.
19-20	Reading Show.
20	Ashbourne Agricultural Show.
21-21	Salford Show.
20	Crieff Games. R.M. band.
20-21	Hartlepool Show. Summer visiting team, R.M. motor-cycle team, static helicopter.
20	Mid-Somerset Show.
20	Darlington Show.
21	Edinburgh Festival. R.N. band (processional).
24	Police Day, Bridgend. R.M. motor-cycle team.
25	Monmouth Show.
26-Sept 1	Carlisle Great Fair. R.M. band.
26-27	Billingham Show. Static helicopter.
27-29	Leeds Charity Gala.
27-28	Durham City Show. R.M. motor-cycle team.
27-29	Portsmouth Navy Days and Plymouth Navy Days.
27	Poynton Show.
28	Cowes Powerboat Race.
29-30	City of Leicester Show. Canal Fleet. R.M. motor-cycle team.
29	Keswick Agricultural Show.
29-30	Walsall Show.

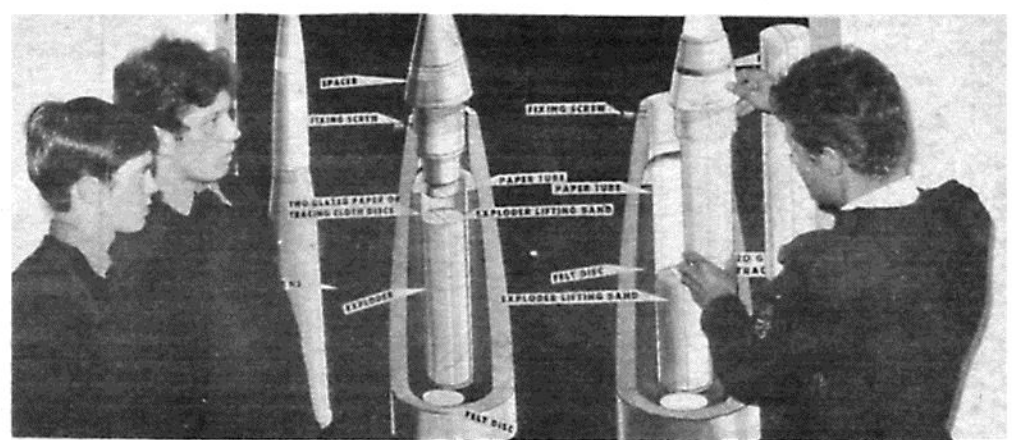
At many of the events listed above the Royal Navy will be represented by mobile displays, models, and exhibition trailers.

Danger: Handle with care ...

H.M.S. Collingwood, the R.N. Weapons and Electrical Engineering School at Fareham, is now the Navy's lead school for explosives training. The Explosives Training Centre in the establishment was opened on May 23 by Rear-Admiral W. J. McClune, Chief Staff Officer (Engineering) to the Commander-in-Chief Fleet.

The ceremony was attended by those officers, ratings, and civilians in H.M.S. Collingwood and other establishments who were closely involved in building up the Centre and providing the impressive array of training aids.

Work started on the Centre in October last year and up to 50 ratings a week are now passing through. Current courses deal only with safety, but they are to be extended to include account-



ing, handling, and custody of explosives. Cdr. G. N. L. Brigham, the Ordnance Electrical School Commander, explained at the opening ceremony that one of the main tasks will be to co-

ordinate all explosives training design within the Navy, as well as providing training for the WE Branch.

'PAYLOAD'

Rear-Admiral McClune, who was chairman of the Explosives Study Group last year, stressed two aims — safety and effective functioning. "Ammunition and explosives are the payload of our ships and their effective delivery is the ultimate purpose of the Royal Navy. They are intended to destroy the enemy — and they are dangerous."

After formally opening the Centre by cutting a ribbon secured

PO(M) Buckley, an instructor at the Centre, explains the principles of the UC shell to CEM Bough (extreme left) and OEM Barry.

to replicas of 16-in. and 13.5-in. shells provided by the Armament Depot at Priddy's Hard, Rear-Admiral McClune visited the two classrooms and practical fusing room. He then unveiled a commemorative plaque and was presented with an engraved model of a 4.5-in. Mark 8 gun round made in the Collingwood workshops by COEA Jones.

Promotions

Provisional half-yearly selections for promotion to date from December 31 are as follows:

SEAMAN

To capt. — B. C. Foyston, R. W. Moland, G. A. S. Paul, G. F. Lardet, C. Grant, D. Pentreath, C. J. Ward, P. M. Goddard, C. H. Layman, R. G. Sharpe, M. C. Cole.
To Cdr. — P. J. Boothstone, M. J. Larmuth, P. A. E. Poland, M. E. W. Bush, C. S. Stafford, W. J. Christie, J. Mankery, C. D. S. Brown, M. J. Sant, I. C. Bailey-Wilford, B. J. Adams, A. R. Godfrey, S. M. Thorpe, R. A. Walker, T. S. Taylor, T. Jones, A. W. Wainwright, N. R. Hodgson, P. M. Jones, P. N. Goodwin, E. M. Hackett, J. R. Brigstocke, M. P. Grettton.

ENGINEERING

To capt. — W. Erskine, M. T. H. Howes, P. Reeves, J. Parry, J. J. Osborne, T. J. Woodfin, R. A. Worlidge.
To Cdr. — M. R. B. Hilton, P. R. Gage, C. D. Carter, J. H. Shea, R. N. M. Walker, B. A. Wickens, R. A. Baller, C. W. Grace, J. D. Young, R. C. Moylan-Jones, N. J. Mills-Hicks, H. M. J. Plumtree, R. D. Ferguson, M. L. D. Kendrick, M. J. Matthews, J. K. Covell, C. B. Dawe, P. F. Wason, M. R. Thomas.

SUPPLY AND SECRETARIAT

To capt. — R. J. B. Constant.
To Cdr. — M. S. Morgan, G. J. T. Creedy, J. A. Smith, A. G. Y. Thorpe, G. R. G. Middleton.

INSTRUCTOR

To capt. — M. F. Law.
To Cdr. — R. H. Nicholas, D. L. Gdanitz, D. G. Morgan, J. M. Dobson.

MEDICAL

To surg. capt. — J. B. Drinkwater, A. McEwan.
To surg. cdr. — J. A. Bakhal, B. J. Addis, A. Craig.

DENTAL

To surg. cdr.(D) — J. V. Holland.

ROYAL MARINES

To col. — M. R. Marchant, M. C. L. Wilkins, L. E. Hudson.
To lieut.-col. — H. J. Fiamank, B. J. Herman, R. F. Preston.
To major — C. P. Cameron, M. A. Langdon, A. C. Letchford, J. N. Willoughby, M. A. Taffinder.
The provisional sections for promotion to date from June 30, 1977, are confirmed.

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — J. Saunders (Lowestoft), E. Graham (Jupiter).
To CPO(R) — B. H. Barclay (Gurkha), R. E. Evans (Hermes), A. Thornton (Charybdis).
To CPO(S) — C. W. Wyeth (Bulldog).
To CPO(PT) — P. G. Beaton (Collingwood).

OPERATIONS BRANCH (COMMUNICATIONS)

To CCY — M. E. Fielder (Mercury).

SUBMARINE SERVICE

To CPO(R)(SM) — C. Adair (Neptune).

REGULATING BRANCH

To MAA — D. H. Owen (Salisbury), J. C. Barker (Torquay), E. P. Biddlecombe (Arrow), C. J. Ward (Ark Royal).

SUPPLY & SECRETARIAT

To CPOWTR — R. J. Piper (Pembroke).
To CPOCK — R. W. Rough (Ark Royal), M. I. Hockley (Neptune).
To CPOSTD — W. Henderson (Galatea).
To CPOCA — T. M. Palmer (Excellent), J. W. Allen (Warrior).

WEAPONS ELECTRICAL

To COEL — R. D. Pack (Hecla).

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during June.

Extracts of W.R.N.S. advancement rosters are given where an examination is required to qualify for the higher rate. W.R.N.S. ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (9.12.75). Nil; LS(EW)LS(W) — Dry, 2; PO(M) — Int (17.6.75). 6; LS(M) — Dry, 10; PO(R) — Int (15.8.75). 3; LS(R) — Dry, 11; PO(S) — Int (2.1.76). Nil; LS(S) — Dry, 6; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(W) — Int (21.3.75). Nil; LS(MW) — Dry, 2; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int (21.3.75). Nil.

RPO — 149, 3; RS — 162, 5; LRO(G) — Int (7.12.76). 23; CY — 271, Nil; LRO(T) — Int (7.12.76). 7; PO(S)(SM) — Int (22.9.76). 3; LS(S)(SM) — Dry, 1; RS(SM) — Int (18.3.75). Nil; LRO(SM) — Dry, Nil; LS(UW)(SM) — Dry, Nil.

MARINE ENGINEERING

To CMEM — T. Brown (Otus), M. J. Doleman (Glamorgan), R. W. Knight (Dolphin), R. C. Round (Fisgard), A. W. M. Campbell (Sultan), D. G. Strong (Ark Royal).
To ACMEA(H) — R. J. Burnage (Pembroke).

To ACMEA(P) — S. P. Abba (Defiance), G. G. Payne (Sceptre), A. J. Britten (CINC-FLEET), M. D. F. Lloyd (Antrim).
To ACMEMN(P) — S. Mault (Tiger), B. J. Jones (Dolphin), I. W. Shepherd (Cochrane).

FLEET AIR ARM

To CPOACMN — T. W. Short (Daedalus).
To CREL(A) — M. Dadd (Seahawk).

PO(EW)RS(W) — Int (9.12.75). Nil; LS(EW)LS(W) — Dry, 2; PO(M) — Int (17.6.75). 6; LS(M) — Dry, 10; PO(R) — Int (15.8.75). 3; LS(R) — Dry, 11; PO(S) — Int (2.1.76). Nil; LS(S) — Dry, 6; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(W) — Int (21.3.75). Nil; LS(MW) — Dry, 2; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int (21.3.75). Nil.

PO(EW)RS(W) — Int (9.12.75). Nil; LS(EW)LS(W) — Dry, 2; PO(M) — Int (17.6.75). 6; LS(M) — Dry, 10; PO(R) — Int (15.8.75). 3; LS(R) — Dry, 11; PO(S) — Int (2.1.76). Nil; LS(S) — Dry, 6; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(W) — Int (21.3.75). Nil; LS(MW) — Dry, 2; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int (21.3.75). Nil.

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Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Yvonne (20). 5ft. 1in., single, dark hair, brown eyes, Liverpool.
Maureen (35). 5ft., divorced, brown hair, blue eyes, Ipswich.
Flora (19). 5ft. 5in., single, fair hair, green eyes, Thornton, Fife.
Betty (49). 4ft. 10in. separated, grey hair, brown eyes, Guernsey.
Kim (17). 5ft. 6in., single, fair hair, blue eyes, Dorchester.
Margaret (42). 5ft. 10in., divorced, auburn hair, one child, Staines.
Allison (19). 5ft. 7in., single, brown hair, blue eyes, Leeds.
Pauline (19). 5ft. 2in., single, blue eyes, Leeds.
Elaine (21). 5ft. 6in., single, brown hair, brown eyes, Exeter.
Shirley (18). 5ft. 5in., single, brown hair, blue eyes, Bilton, W. Midlands.
Tina (18). 5ft. 4in., single, brown eyes, dark hair, Ferndown, Dorset.
Jacky (16). 5ft. 5in., single, brown hair, hazel eyes, Portsmouth.
Janette (16). 5ft. 7in., single, brown hair, blue eyes, Portsmouth.
Kathy (17). 5ft. 8in., single, brown hair, blue eyes, Plymouth.
April (17). 5ft. 7in., single, brown hair, blue eyes, Plymouth.
Christine (38). 5ft. 4in., separated, brown hair, grey-blue eyes, 4 children, Ashford, Kent.
Jennie (31). 5ft. 6in., single, fair hair, grey eyes, Newcastle-under-Lyme.


Pamela (25). 5ft. 8in., single, fair hair, green eyes, Torquay.
Anne (26). 5ft. 4in., single, dark hair, blue eyes, one daughter (6), Coventry.
Miss S. (15). 5ft. 6in., blonde hair, blue eyes, Basildon.
Mandy (17). 5ft. 5in., single, brown hair, brown eyes, Tipton, W. Midlands.
Val (18). 5ft. 2in., single, brown hair, green eyes, slim, London.
Shelia (24). 5ft. 6in., single, blonde hair, blue eyes, Oldham.
Wendy (18). 5ft. 4in., single, fair hair, blue eyes, Bridgend, Glam.
Julie (18). 5ft. 4in., single, brunette, brown eyes, Bridgend, Glam.
Pam (26). 5ft. 8in., divorced, brown hair, brown eyes, one daughter, Stafford.
Eva (32). 5ft. 3in., divorced, brown hair, brown eyes, one child (13), Manchester.
Lynne (17). 5ft. 5in., single, brown hair, brown eyes, Bracknell.
Sarah (20). 5ft. 7in., single, fair hair, Bristol.
Dorothy (34). 5ft. 3in., divorced, brown hair, hazel eyes, 3 sons, Liverpool.
Pauline (30). 5ft. 9in., divorced, blonde hair, hazel eyes, 1 son, Liverpool.
Jacquie (24). 5ft. 8in., single, brown hair, blue eyes, Mitcham, Surrey.
Margaret (27). 5ft. 5in., single, auburn hair, green eyes, one son (9), Rainham.
Jill (19). 5ft. 2in., single, brown hair, hazel eyes, Torquay.
Heather (19). 5ft. 3in., single, brown eyes, auburn hair, Torquay.
Linda (23). 5ft. 7in., single, brown hair, blue eyes, Bilton, W. Midlands.
Linda H. (26). 5ft. 3in., single, brown hair, grey-green eyes, Bilton, W. Midlands.
Susan (21). 5ft. 2in., single, brown hair, green-blue eyes, Dagenham.
Patricia (18). 5ft., single, brown hair, blue eyes, Dagenham.
Marisa (17). 5ft. 5in., single, brown hair, brown eyes, Malta.
Thelma (16). 5ft., single, fair hair, blue eyes, Thornton Heath.
Christine (21). 5ft. 3in., single, fair hair, blue eyes, Bradford.
Eve (30). 5ft. 8in., single, dark hair, green eyes, Harrow.
June (38). 5ft. 3in., divorced, dark hair, brown eyes, Harrow.
Valerie (34). 5ft. 4in., divorced, brown hair, blue eyes, slim, one son (12), Pinner.
Cheryl (19). 5ft. 2in., single, brown hair, brown eyes, Walsall.
Jane (20). 5ft. 2in., single, red hair, blue eyes, Aldershot.
Sue (21). 5ft. 6in., single, brown hair, brown eyes, London.

Cynthia (29). 5ft. 6in., divorced, black hair, blue eyes, two children, Newton Abbot.
Dorothy (48). separated, brown hair, brown eyes, one son (12), Portsmouth.
Betty (49). widow, auburn hair, green eyes, one son (13), Portsmouth.
Joy (15). 5ft. 3in., blonde hair, blue eyes, Romford.
Carole (15). 5ft. 3in., fair hair, blue eyes, Romford.
Lynne (15). 5ft. 2in., brown hair, brown eyes, Romford.
Andrea (17). 5ft. 3in., single, brown hair, blue eyes, Bradford.
Susan (19). 5ft. 1in., single, brown hair, blue eyes, Launceston.
Heather (38). 5ft. 3in., divorced, fair hair, green eyes, Portsmouth.
Jane (16). 5ft. 5in., single, brown hair, green eyes, Kirby-in-Ashfield, Notts.
Rusty (24). 5ft. 7in., divorce pending, brown hair, green eyes, Exeter.
Margaret (17). 5ft. 6in., single, brown hair, brown eyes, Scarborough.
Carolyn (17). 5ft. 4in., single, black hair, blue eyes, Hastings.
Pam (30). 5ft. 2in., single, brown hair, blue eyes, one daughter (6), St Leonards-on-Sea.
Julie (18). 5ft. 1in., single, brown hair, blue eyes, Hastings.
Christine (19). 5ft. 9in., single, blonde hair, blue eyes, Aldershot.
Linda (25). 5ft., single, brown hair, grey eyes, Clevedon.
Sue (23). single, blonde hair, hazel eyes, West Drayton, Middx.
Jeanette (20). 5ft. 7in., single, brown hair, hazel eyes, Bath.
Dawn (27). 5ft. 8in., divorced, auburn hair, green eyes, slim, two children, Chippenham.
Susan (24). 5ft. 1in., single, brown hair, blue eyes, slim, one son, Farnham.
Juddy (28). 5ft. 4in., unmarried, black hair, black eyes, Dartford, Kent.
Yvonne (15). 5ft. 6in., blonde hair, brown eyes, Manchester.
Phyllipa (15). 5ft. 4in., chestnut hair, grey-blue eyes, Manchester.
Karen (16). 5ft. 5in., single, brown hair, blue eyes, Exeter.
Elaine (28). 5ft. 6in., divorced, three children, Ormskirk.
Miss S. (17). single, brown hair, green-blue eyes, Orpington.
Barbara (17). 5ft. 2in., single, brown hair, blue eyes, Houghton-le-Spring, Tyne and Wear.
Lindsey (18). 5ft. 5in., single, auburn hair, blue eyes, Oldham, Lancs.
Ann (24). 5ft. 3in., divorce pending, brown hair, blue eyes, Ledbury.
Ruth (16). 5ft. 4in., single, brown hair, grey-green eyes, Welwyn-Garden-City.

Michele (17). 5ft. 4in., single, fair hair, brown eyes, Wimbome.
Janet (25). 5ft. 6in., divorced, brown hair, hazel eyes, Birmingham.
Andrea (19). 5ft. 7in., single, brown hair, brown eyes, Dorking.
Paula (19). 5ft. 11in., single, brown hair, blue eyes, Birmingham.
Marie (23). 5ft. 5in., divorced, brown hair, brown eyes, one son (4), London.
Doreen (28). 5ft., single, brown hair, brown eyes, Sheffield.
Christine (21). 5ft. 7in., single, fair hair, blue eyes, London.
Shirley (17). 5ft. 6in., single, brown hair, brown eyes, Portsmouth.
Jeanette (16). 5ft. 6in., single, blonde hair, blue eyes, Blackburn.
Carole (17). 5ft. 1in., single, blonde hair, blue eyes, Blackburn.
Betty (18). 5ft. 1in., single, brown hair, hazel eyes, Blackpool.
Jacqueline (24). 5ft. 4in., divorced, brown hair, brown eyes, Dundee.
Tracy (17). 5ft. 4in., single, brown hair, blue eyes, Leeds.
Sandle (22). 5ft. 4in., single, blonde hair, green-brown eyes, Morton-in-the-Marsh.
Rossino (40). 5ft. 4in., single, brown hair, hazel eyes, Sheffield.
Gill (22). 5ft. 5in., single, fair hair, blue eyes, London.
Sylvia (25). 5ft. 2in., single, black hair, blue eyes, Portsmouth.
Patricia (45). 5ft. 4in., divorced, brown hair, brown eyes, Swanley, Kent.
Dorothy (45). 5ft. 6in., widow, brown hair, grey-green eyes, slim, London.
Janice (20). 5ft. 4in., single, auburn hair, blue eyes, London.
Tina (15). 5ft. 4in., brown hair, blue eyes, Frome, Somerset.
Susan (17). 5ft., single, brown hair, brown eyes, Chester-Le-Street.
Angela (17). 5ft. 3in., single, brunette, blue eyes, Chester-Le-Street.
Anne (21). 5ft. 4in., single, red hair, blue eyes, Rosyth.
Maile (47). 5ft. 2in., divorced, brown hair, blue eyes, slim, Redcar.
Carina (16). 5ft., single, brown hair, green eyes, Burton-on-Trent.
Alice (17). 5ft. 4in., single, blonde hair, green eyes, Harlow, Essex.

Pen Pals

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REUNIONS

This year the Old Boys of Watts Naval Training School, Dereham, Norfolk, are to be joined by their fellow Old Boys of the former Russell-Cotes Nautical School (later named Parkstone Sea Training School) at Poole, Dorset, for a combined reunion to be held at Greenwich on Saturday, October 1. Full details and invitations from S. J. Barron, c/o After Care Section, Dr Barnardo's, Tanners Lane, Barkingside, Ilford, Essex.

The Harwich Naval Force Association — 1914/1918 is to hold its 34th annual reunion on Tuesday, October 4, at the Victory Services Club, Seymour Street, London W2 2HF (near Marble Arch). Details from Mill Cottage, Belchamp Walter, Sudbury, Suffolk CO10 7AT.

Anyone who served in H.M.S. Electra during the Second World War and would like to attend the annual ship's company reunion at the Victory Club, London, on Saturday, September 24, is invited to contact Bill Braley, 8, Goosewell, Berryarbor, Ilfracombe, North Devon EX34 9SA, or Bert Allen, 15, Grove Road, London SW13 0HQ.

The eighth annual reunion of the Yangtze River Gunboatmen's Association will take place in the Whaley Club, H.M.S. Excellent, Portsmouth, on Saturday, September 24. The reunion is open to members and their friends and anyone else who served in gunboats on the Yangtze and West Rivers. Guests will include members of the Yangtze River Patrol Association of America. Application for tickets (s.a.e. appreciated) to the secretary, D. W. Toms, 34, Bath Road, Southsea PO4 0HT.

The Chatham Branch of the Royal Hospital School Old Boys' Association are holding their annual dinner and dance at Veglio's Motel, Maidstone, on Saturday, October 22. Details from P. A. Parkinson, 5, Alexander Road, Bexleyheath, Kent, or D. Lewing, 64, Ford Lane, Higham, near Rochester, Kent.

The seventeenth biennial reunion dinner of past and present Royal Yachtsmen will be held in the Portsmouth Guildhall on Friday, January 20, 1978. Invitations will be sent to past yachtsmen during November and anyone who has not received his invitation by December 1, and wishes to attend should contact FCO E. V. Norrell, H.M.Y. Britannia, B.F.P.O. Ships, London.

Past and present members of the R.N. Stores Branch are invited to attend a reunion at the British Legion Club, New Road, Portsmouth, on Tuesday, September 13. Details from H. Boate, telephone Portsmouth 26387.

Members of the newly-formed Aircraftman's Association are to hold their second meeting and a social evening at the Countess Weir Lodge Hotel, Exeter, on Saturday, September 10. Any former members of the Aircraftman Branch interested in joining the association, or anyone requiring details of the next meeting, should contact POACMN K. G. Winter, 781 Squadron, R.N. Air Station Lee-on-Solent, Hants, or the A.C.A. secretary, CPO Rab Butler, CPO & FCO's Mess, H.M.S. Daedalus, Lee-on-Solent.

The reunion dinner of H.M.S. Barham Survivors' Association is to be held on Saturday, September 24, on board H.M.S. Chrysanthemum, by permission of the commanding officer, London Division, R.N.R. Details from the hon secretary and treasurer, Len Horner, 10, Astbury Road, Peckham, London SE15 2NJ.

CADETS SAY THANKS FOR SUPPORT

Calling all secretaries... Does your branch maintain a close link with your local unit of the Sea Cadet Corps? If so, Mr. Laurie Kerr, assistant secretary of the Sea Cadet Association, would be pleased to hear from you.

In the three months since he joined the S.C.A. Mr. Kerr has discovered that some Sea Cadet units receive considerable support from the Royal Naval Association and he is keen to build up a picture of the links between the organizations.

"It is most heartening to realise how much support and assistance the Cadets receive and I should like to take this opportunity to say thank you," he says in a letter addressed to all R.N.A. branches, via Navy News.

Mr. Kerr would also be pleased to give details of local S.C.C. units to any branch wishing to establish a link between Shipmates and Cadets — who, as prospective members of the Royal Navy, may be likely candidates for membership of the Royal Naval Association... The Sea Cadet Association, Broadway House, Broadway, Wimbledon SW19 1RL.



BACK IN THE ARK

A visit to the aircraft carrier H.M.S. Ark Royal during the Fleet Review at Spithead was a nostalgic occasion for Mr. Jack Knowlton, of Goring-by-Sea. He was a petty officer on board the previous Ark Royal when she sank off Gibraltar in 1941.

Jack's host on board was his son, CEL(A) Michael Knowlton, who has been in the present Ark since January this year.

Picture: LA(Phot) Steven Pratt

BRANCH NEWS

Bicester

Members of about 15 other branches in No. 6 Area were invited to a social/dance at Bicester on July 21. On another occasion Bicester shipmates enjoyed another good evening at Bletchley.

Bridlington

As from next month branch meetings will be held at the Royal British Legion Club, on the first Thursday of each month. It is hoped that the change of venue will attract new members.

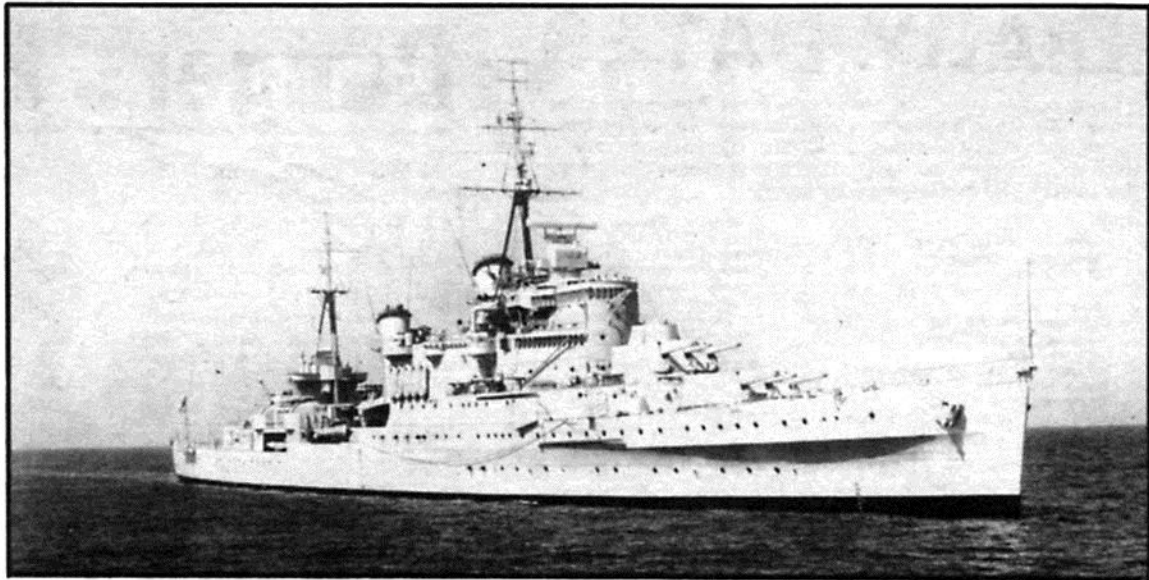
Cwmbran

Like all R.N.A. Clubs, Cwmbran are doing their bit for Jubilee Year, which coincides with the 13th year in office for the chairman, Shipmate Clive Sutton. He's hoping it will be his lucky year! As one of the survivors of H.M.S. Prince of Wales he was a guest of the German Naval Association during the reunion at Bremerhaven for survivors of the Bismarck and the Prinz Eugen.

Deeside

The branch continues to grow stronger year by year and has a full programme every week. The increase in membership has resulted in the opening of an additional lounge and a large extension to the games room. Shipmates Bill Pearson (chairman) and Mel Lloyd (secretary) attended the annual prize-giving ceremony of the local unit of the Sea Cadet Corps, T.S. Tuscan,

The commanding officer of the Type 42 destroyer H.M.S. Newcastle, Capt. J. J. R. Oswald, is keen to contact anyone who served in the last Newcastle (a cruiser, pictured above, built in 1936 and broken up in 1959). The names of "Old Newcastle" are put on the ship's mailing list and they receive regular progress reports from Capt. Oswald.



Calling old shipmates

Mr. K. A. Farndale, 608W, Nelson Street, Hastings, New Zealand, is anxious to hear from anyone who served in the Hunt-class destroyer H.M.S. Farndale, or from anyone with information about the ship's history, badge, and bell. He would also like to obtain a photograph of the ship.

Mr. J. Whitaker (ex-AB), 23, Strickland Drive, Bare, Morecambe, Lancs, would like to hear from anyone who served in H.M.S. Glenroy from commissioning to just after D-Day, or H.M.S. Qian Lamont (later H.M.S. Lamont) 1944-45, commissioning Glasgow and then U.S.A. and Pacific, or 898 Squadron, H.M.S. Victorious.

The Commanding Officer, London Division, R.N.R., H.M.S. President, King's Reach, London EC4Y 0HJ, is anxious to contact anyone who served in a previous H.M.S. Sandpiper (river gunboats built 1897 and 1933). The new H.M.S. Sandpiper, at present undergoing acceptance trials, is to be berthed in London as a tender to the Channel Group, Royal Naval Reserve. A commissioning brochure is being produced and photographs and reminiscences will be welcomed.

Mr. P. L. Green (ex-PO Tel), 15, Acacia Grove, New Malden, Surrey KT3 3BJ, would be pleased to hear from any survivors of the Third M.L. Flotilla (Nos 121, 126, 129, 130, 132, 134, 168 and one other), who were the first to cross from Plymouth to Gibraltar under their own steam in early 1941.

Capt. G. A. French, R.N. (ret'd), The Old Stoke Abbott, Beaminstre, Dorset, would like to hear from Mr. J. W. Morley (ex-ordinary seaman), who wrote a poem entitled "Convey" in July, 1942, when Capt. French was in command of the cruiser H.M.S. Hawkins. The convey concerned was WS21, consisting of 20 large liners taking 30,000 troop reinforcements to the Middle East.

Mr. Thomas M. Walker (ex-CPO), 9, Spencer Street, Heaton, Newcastle on Tyne, would like to hear from anyone who served with him in H.M.S. Warspite during the Battle of Jutland, 1916, or in H.M.S. Ormonde in the Persian Gulf, 1932-35.

Mr. H. S. Fullbrook (ex-Chief Yeoman of Signals), 588, Oxford Road, Reading, Berks, has received a photograph of two shipmates of H.M.S. Suffolk, China Station, 1930-33. They were then Ord Sig Matthews and Ord

Sig Glover. He would like to hear from them and from any communications ratings who served with him in H.M.S. Malaysia in 1916 (first commission).

Lieut.-Cdr. H. J. A. (Tug) Wilson, "Always Adrift," 35, Manor Drive, Whetstone, London N20 0DZ, is one of nine officers who commissioned H.M.S. Usk, a River-class frigate, at Middlesbrough on July 5, 1943, and decided after the war to meet annually on or near that date. They have lost touch with the communications officer, Sub-Lieut. "Bliss" Baker, who attended early meetings, and would be pleased to hear from anyone who knows his present address. The 31st reunion (1978) is to be held in Wales.

Mr. L. H. Blacker, of "Eastleigh," Downerry, nr Torpoint, Cornwall, would like to hear of the whereabouts of CERA Ball (an ex-submarine) and Chief Stoker Wilson, of H.M.S. Grindall. Both were members of Chatham Division. Mr. Blacker was a member of the party of ex-Grindall officers and ratings who went to Kiel earlier this year for a reunion with members of the crew of U-532 which surrendered to the Grindall in May, 1945.

The Royal Navy Submarine Museum is still anxious to acquire more photographs, flags, relics, models, letters (in original envelopes if possible) and diaries. The curator, Cdr. R. Compton-Hall, is particularly keen to find a photograph of H.M. submarine Upholder. A conning tower group picture is known to exist, but a photograph of this famous boat would be a sensational find.

Among the other submarines which do not feature in the museum's photographic files are P32, P33, P36, Usk, Union, Undaunted, Tarpon, Triad, Trusty, Stoic, and Untamed. Any readers who can help to fill the gaps should send their contributions to the Curator, R.N. Submarine Museum, H.M.S. Dolphin, Gosport.

Leicester

This was the scene at Leicester when the new branch's commissioning cake was cut by the president, Lieut.-Cdr. C. Evans, R.N.V.R. Looking on are the branch officers (from the left): Shipmates Fred Carter, chairman; Sydney Platts, treasurer, and Alf Rozzi, secretary.

Picture: Leicester Mercury



Connahs Quay, and on behalf of the branch they presented the unit with a new set of oars for their ASC.

Eastbourne

About 400 shipmates, with 25 standards, took part in the parade on July 10 when Eastbourne laid up their old standard (it had been in commission 40 years) and dedicated a new one. The salute was taken by Rear-Admiral Sir Edward Rebbeck. Music was provided by the British Legion Band, Little Common, Bexhill, and the Corps of Drums of the Eastbourne Unit, Sea Cadet Corps.

Ellesmere Port

The branch played host to the crew of H.M.S. Fife during her four-day visit to Birkenhead and

many shipmates paid return visits to the ship. A jubilee party for members and a sports day for their children were both successful.

Continuing the association between the branch and the local unit of the Sea Cadet Corps, a dance was held to assist T.S. Forward with their new extension. With the approval of the club committee the cadets were presented with chairs for the new building and a set of bagpipes for their newly-formed pipe band.

Shipmate K. Collins is organizing a trip to Malta to enable shipmates to witness the withdrawal of the Royal Navy in March, 1978. He will be pleased to pass on any useful information to any other branches organizing a similar trip.

Sports news: Deeside shipmates challenged Liverpool Branch to a competition for the Manx Darts

Trophy, which was retained by Liverpool although the result was a 4-4 draw; Deeside's soccer team pulled off the double, winning the local league title and cup; the snooker team were runners-up in their league; a karate section is proving very popular.

Gosport

Highlight of the successful jubilee ball was the presentation of a submarine brevet to the guest of honour, Shipmate Charlie Exall, who joined the Submarine Service in 1912.

Having recovered from the hectic period during the Fleet Review, Gosport shipmates entered a float in the Jubilee carnival on July 16 and were looking forward to their trip to the Royal Tournament after visiting their friends at Hamworth.

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REUNION ROUND-UP

All set for a super show

Despite his many other official engagements in this Silver Jubilee year, Admiral of the Fleet Earl Mountbatten has agreed to be chief guest at the Royal Naval Association's reunion at the Royal Festival Hall on Saturday, October 29.

The show is being produced by Mr. Robert Bowman, a B.B.C. radio producer and a former lead tenor with the Covent Garden Opera Company. Dame Vera Lynn has promised to attend and the other entertainers will include comedian Peter Hudson, organist Christopher Dowie, and a choir of more than 100 voices. Richard Baker will compere the show.

Orders for reunion tickets should be held back until Capt. R. Tiddy, the general secretary, announces the address of the new headquarters building. Applications will then be dealt with on a first-come, first-served basis.

Dame Jocelyn Woollcombe, president of the Association of Wrens, presided at the reunion of nearly 3,000 past and present members of the Women's Royal Naval Service, held at the Royal Festival Hall, London. The members were headed by the Director W.R.N.S., Commandant Vonla McBride, and the guest of honour was Princess Alexandra. Other guests included the Second Sea Lord (Vice-Admiral Sir Gordon Tait) and Mrs. Tait; the chairman of King George's Fund for Sailors (Admiral Sir William O'Brien) and Mrs. O'Brien, and the Matron-in-Chief, QARNNS (Miss P. Gould).

Guest of honour at the reunion of H.M.S. Coventry Old Hands was Shipmate W. A. ("Hooky") Walker, who joined the Coventry in 1917 for her first commission. Now a resident of the Star & Garter Home, Richmond, Shipmate Walker was escorted to the reunion on board H.M.S. Chrysanthemum by Shipmates George Woodley (Basingstoke) and Harry Hannabus (Purley).

Old Hands also welcomed Shipmate George Reading (H.M.S. Sikh) and Shipmate Freddy Floyd (H.M.S. Zulu), representing the destroyers which were on the scene when the Coventry was sunk in 1942.

Members of the ship's company of the new H.M.S. Coventry, including the senior officer (Cdr. J. C. R. Reed) were also present. The Old Hands plan to present a trophy to the new ship when she commissions.

Another "old hand" who served during the Coventry's first commission is Mr. S. C. Humphreys, of Glanaman, Dyfed. He was a chief ERA (boilermaker) in those days and is now 89 — "and still going strong and driving my own car." He would be pleased to hear from any other readers who served in the Coventry at the time she brought 500 prisoners of war home from Germany after the First World War, an incident he remembers in vivid detail.

Admiral of the Fleet Earl Mountbatten — "the number one wireless telegraphist of the Royal Navy" — was the chief guest at the 57th annual reunion of the Royal Naval Telegraphists (1918) Association — at the Union Jack Club, London. He made a point of shaking hands and talking to everyone present, some of whom served with him more than 50 years ago.

Members of the Telegraphist Air Gunners' Association met at Lee-on-Solent for their 30th anniversary reunion and memorial service. The reunion was held in the CPO's Mess, H.M.S. Daedalus, and during the week-end members laid wreaths at the Fleet Air Arm memorial.

More than 100 members and friends of the H.M.S. Edinburgh and Rescue Ships Association attended the eleventh memorial service and dinner, this year held at Rhyl. The crew of the Rhyl lifeboat formed a guard of honour outside St Thomas's Church after the service. The main speaker at the dinner was Admiral J. Salter, former commanding officer of H.M.S. Foresight.

The anniversary cake was cut by Mrs. Joan Daly, wife of the reunion organizer and association secretary (Mr. Bill Daly), assisted by the oldest survivor, 79-year-old Mr. Bill Wallace.

Guest of honour at the reunion in Liverpool of Captain Walker's Old Boys' Association was Capt. E. Palmer, former first lieutenant of H.M.S. Deptford. The guests were welcomed by the chairman, Mr. George Williams. They included Vice-Admiral J. M. Forbes, Flag Officer Plymouth; the Mayor and Mayoress of Sefton; representatives of H.M. ships Andromeda and Brighton (in Liverpool for the week-end), representatives from H.M.S. Raleigh, the former members of the crew of H.M.S. Wild Goose and the Deptford.

H.M.S. Hood Association held their second reunion at Weymouth. The event was organized by the former secretary and founder of the association, Mr. Fred White. On the following day a parade to St John's Church was led by the Band of the Royal Marines from Plymouth, followed by standards of various branches of the Royal Naval Association and Royal British Legion. All correspondence concerning the Hood Association should now be sent to Mr. W. J. Roper, H.M.S. Belfast, Vine Lane, London SE1.

About 50 "Old Brums," with an equal number of families and friends, visited the new destroyer H.M.S. Birmingham at Portsmouth on July 1. They included six men who served in the first Birmingham, a light cruiser, in the 1920s.

Another "Old Brum" welcomed on board was Colour Sergeant George Palmer, R.M., who joined the second Birmingham in 1935 and served in China during her first commission, 1937-1940. Since 1962 he has been an instructor in the R.N.D.Qs, Portsmouth, and is thought to be the only Birmingham "first commissioner" still serving in the Navy.

Two former ratings who served together in the cruiser H.M.S. Newfoundland during the ship's second commission in the Far East met for the first time in 30 years at the Radio London studios on June 21. Mr. Ivan Green, of Pembury, Kent, was a radar rating and Mr. Michael Bill, of Claygate, Surrey, was a gunner. Their reunion, which was broadcast live, came about after Mr. Bill wrote to the Missing Persons File run by the B.B.C. station's "London Live" programme.



The 26th reunion dinner of the H.M.S. Cornwall Association was held on board H.M.S. Chrysanthemum, London, on the 35th anniversary of the sinking of the Cornwall in the Indian Ocean by Japanese dive bombers. The president, Roger Collett, was supported by 60 survivors, members and their guests. Time has taken its toll of survivors, but there are still 71 names on the Association's books and the members would be pleased to hear from anyone who served in the Cornwall during her last commission.

An ex-pilot and a former telegraphist air gunner who flew together before the fall of Singapore to the Japanese in 1941, were reunited at the R.N. Air Station, Yeovil, where one of them, John Phillips, is now family welfare officer. He and his crewmate, Norman Hollis, of Wrexham, served together with 700 Squadron, Walrus Flight, aboard H.M.S. Glasgow.

The D-Day and Normandy Fellowship held a dinner on June 11 at Southwick House (now the home of H.M.S. Dryad, the R.N. School of Maritime Operations), where General Eisenhower set in motion the vast Operation Overlord which led to the liberation of Europe. The dinner was attended by 105 members of the world-wide fellowship, including some from Canada, the U.S.A., and Greece.

SHEFFIELD SERVICE

More than 200 ex-Servicemen living in South Yorkshire were joined by members of the Royal Naval Reserve and Sheffield Sea Cadets on July 3 when the new standard of the Sheffield Naval Association was dedicated at St George's Church, Sheffield.

OBITUARIES

Shipmate George Rainford, Oldest member (81) of the Deeside Branch, Royal Naval Association. Joined H.M.S. Impregnable as Boy in 1912 and served in many ships, including Magic, Vivid, and Columbine.

Shipmate Arthur Charles Osborne, Long-serving member of Hinchley Branch, R.N.A. Died June 7, aged 69.

Shipmate A. H. Woodward, Member of Derby Branch, R.N.A. Ex-LSM, H.M.S. Belfast.

BRANCH NEWS

Hereford

The annual dinner-dance on July 8 was attended by 280 shipmates, wives and friends. Guest of honour was the national president, Vice-Admiral Sir Ernle Pope, with Lady Pope. Shipmates from the Malvern and Worcester branches were welcomed. On July 17 the branch standard bearer and 12 shipmates attended the County Rally of the Royal British Legion in Hereford Cathedral.

Shipmates passing through Hereford, or staying in the area, will be welcomed at the branch headquarters, the Railway Inn, Barton Road.

Scunthorpe

Plans are well advanced for the dinner and dance on December 10, when the branch will celebrate its silver jubilee. About 500 members and guests are expected to attend. The Mayor and Mayoress have already accepted an invitation.

Swindon

A coach load of members visited H.M.S. Belfast on June 18 and the branch organized transport and food for the 104 members and families who travelled to Portsmouth and Gosport to see the Fleet Review.

Royal Leamington Spa

The branch celebrated Jubilee Week in fine style, with a social evening (Monday); children's sports and tea, dance and social evening, fireworks (Tuesday); Old Time Music Hall organized by the ladies' section (Wednesday); jubilee prize bingo (Thursday); and club night (Friday).

Rugby

At the end of its first year the branch had a membership of 93. Meetings are held on the first Monday of the month in the RADEA Club, Castle Street, with excellent entertainment provided by the branch's own concert party. A special fund has been set up for the purchase of a branch standard.

Wear

The R.N.A. conference was fully reported last month, but here are a few snippets of news from the Wear branch, who hosted the event. The church parade to St Peter's Church, one of the oldest Saxon churches in the country, was led by the band of H.M.S. Caledonia. The salute was taken by the Mayor of Sunderland and the R.N.A. president, Vice-Admiral Sir Ernle Pope.

Shipmate J. R. H. Gledhill (chairman) presented Admiral Pope with a silver tankard to mark his visit to Wearside. The president also received a £200 cheque for the guide dog fund from Shipmate Jacky Ellis.

Mrs. Thornton, wife of the branch treasurer (Shipmate W. Thornton), presented bouquets to

Mrs. Woonton, wife of the national chairman, and to Mrs. Elizabeth Tatum, a member of the headquarters staff.

Willesden

Open day at the Star & Garter Home, Richmond, was blessed with fine weather and attracted many visitors, most of whom took the opportunity of viewing the modernized accommodation on E and F floors. The police band gave an excellent performance.

AREA NEWS

The No. 6 Area standard bearers' competition was held at R.A.F. Henlow on July 3, in conjunction with the Sea Cadet Corps' Midland Area band contest. Although there were fewer standard bearers in this year's competition the standard of drill and deportment was high.

Results: Novice class (Ted Smith Trophy) — 1, PO Colin Mahoney (Henlow); 2, Ken Williams (Bishops Cleeve). Area standard bearer (John Stone Trophy) — Dick Goodship (Herts). Runner-up and deputy bearer, 1977-78 — Alan Kendall (Bishops Cleeve).

At No. 7 Area's quarterly meeting at Hereford the area president, Shipmate T. E. Davies, presented £563 to Mr. Whittle, Midland Regional Organizer of the Guide Dog for the Blind Association. Those present included the area vice-presidents, Shipmates G. Reed and E. Green; the chairman, Shipmate D. Cobbold; the treasurer, Shipmate G. Davidge, and the delegates and observers from Hereford, Swansea, Chepstow, Cardiff, Ponllanfraith, Welshpool, Worcester, Cheltenham, Aberavon, and Cardiff.

Nineteen standard bearers took part in the No. 8 Area competition, held on June 11 at Royal Leamington Spa. The judges included Shipmate Lieut.-Col. G. C. Perkins, Shipmate Thornton (National standard bearer), Shipmate Carruthers (deputy National standard bearer), and Shipmate Freeman, who for many years was standard bearer for the host branch.

Results: Area open (Ron Tasker Trophy) — 1, R. Mann (Leamington Spa); 2, E. Markie (Northampton); 3, M. Manders (Warwick). Intermediate (Stourbridge Vase) — 1, R. Mann; 2, M. Manders; 3, Smith (Stafford). Novices (Bloxwich Trophy) — 1, Whitehurst (Tamworth); 2, Rutter (Birmingham Central); 3, Fantham (Warwick).

The trophies were presented by the area president, Shipmate B. Beale, at a social evening in the Leamington Spa Branch Club.

About 600 shipmates attended a service in the Parish Church next day, when the new Area standard was dedicated. The parade was led by the City of Coventry Corps of Drums Band and the salute was taken by the R.N.A. national president, Vice-Admiral Sir Ernle Pope.

The spring quarterly conference of No. 10 Area was held in the Ellesmere Port branch and club headquarters. The meeting was a great success, thanks to the splendid buffet provided by the ladies' section. On the same day the Area standard bearers' competition was won by Liverpool branch.

Shipmates restore Lofty's faith

Shipmate L. A. (Lofty) Hannon, for many years a member of the Purley Branch, came to realise the value of the Royal Naval Association's "Unity, Loyalty, Patriotism, and Comradeship" during a spell in Redhill Hospital.

A long period during which he was "medically unfit" prompted Lofty to turn his back on the R.N.A., but the Purley shipmates refused to abandon him. The National Council Member for No. 2 Area (Shipmate Arnold Phillips) and

the Area chairman (Shipmate Bert Wells) paid him a visit from Dartford and members of the Reigate crew called on him daily. The branch chairman's visits also gave him considerable comfort.

All this attention has obviously restored Lofty's faith in the R.N.A. — and his sense of humour: "This week three members of the Reigate crew visited me at home and when they left each was carrying a bunch of sweet peas. I wonder what questions were asked at home. . ."

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Testing time for hikers on Dartmoor

H.M.S. Ark Royal's team of six ratings from "A" Engine Room Division excelled themselves in the gruelling Ten Tors Hike — a test of skill and endurance on Dartmoor. They covered the 55-mile route (in the class open to men under the age of 20) in fine style and arrived three hours ahead of schedule.

This excellent result was directly attributable to their training programme which

FISGARD'S FIRECREST

A Flying 12 yacht designed and built by Uffa Fox, and believed to be the surviving example of its class, has been restored by apprentices of Lane Division, H.M.S. Fisgard, under the direction of the divisional officer, Lieut. I. Bolden. The yacht — Firecrest — was given to Fisgard by Mrs. A. M. H. Payne, of Reading, and was launched at Jupiter Point, the Fisgard / Raleigh sailing centre at Torpoint, by Mrs. I. Bolden. It will be used for recreation by apprentices and staff of H.M.S. Fisgard.

began way back in January, under the management of FCMEM Les Sutton. Nine volunteers gave up several weekends for training and spent many hours on Dartmoor, walking a total of 450 miles. Many blisters and aches and pains were experienced — but the sick bay kept them going!

The six ratings who entered the event were MEMs Robert Crossfield (leader), Paul Jones, Colin Stanley, Wayne Foulkes, Peter Owens, and Thomas Elsey. On the first day they covered 38 miles, leaving themselves a comfortable 12 hours in which to complete the last 17 miles.

All sections of the ship supported the team's effort, but special mention is made of LMEM Leigh who drove the Land Rover throughout the training period.



All smiles and raring to go! The members of H.M.S. Cochrane W.R.N.S. team for the Ten Tors hike are pictured above setting out from Rosyth on the long drive south to Dartmoor. With the girls — Wrens Sally Tunnicliffe, Julie Gale, Ruth Garrett, Helen Grant, Liz Duckworth, and Lynn Pawley — are the team managers, FCPTI Peter Keeley and LPT George Rutherford.

Among those waving them off are the commanding officer of H.M.S. Cochrane,

Capt. J. R. Prescott; the executive officer, Cdr. Jock Glennie; the officer in charge W.R.N.S., Second Officer F. J. Heal, and the girls' divisional officer, Third Officer Susan Brookes.

Wrens Duckworth and Grant completed the 35-mile hike and visited all ten tors, thereby qualifying for their medals, but blisters and the first taste of summer heat forced the others to retire after visiting the seventh tor.

Picture: Wren (Phot) Jan Berrington

BRICKWOOD DEAD-HEAT

A dead-heat between H.M.S. Sultan A crew and H.M.S. Heron provided an exciting climax to the 1977 Brickwood field gun competition. The teams thundered across the finishing line in a record time of 1 min. 24.1 sec., but a three-second penalty collected by Heron during the run allowed Sultan A to retain the Brickwood Trophy and also to collect the Powerful Cup as the crew (ratings or mixed) with the fastest time.

Fifteen crews from nine establishments took part in this year's competition, held in H.M.S. Collingwood, Fareham.

Other awards: Brickwood's Runners-up Cup, H.M.S. Heron; Roaring Meg Trophy (for the winners of the plate competition), H.M.S. Daedalus A; Lieutenant's Challenge Trophy (for the officers' crew with the fastest time), H.M.S. Collingwood.

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PEOPLE IN THE NEWS



Nineteen-year-old EM2 ALEXANDER SANGSTER (right) has followed his 16-year-old brother, JEM2 KENNETH SANGSTER (left) into the Royal Navy, and both now find themselves training at H.M.S. Collingwood. Kenneth signed on in March, and Alexander followed five weeks later.



"Welcome aboard, Dad." MEM2 PHILIP LANG greets his father on board H.M.S. Hermes at Gibraltar. Mr. B. A. LANG, a WO2 in 501 Specialist Team Royal Engineers, T.A.V.R., had been in Gibraltar for his two-week annual camp, and instead of flying back to England, was invited by Capt. R. G. A. FITCH, commanding officer of the Hermes, to take passage to Devonport with his son. Philip is at present training at H.M.S. Sultan and was selected for preliminary sea training in the Hermes after doing well on his course.

Double trouble ahead in Ark

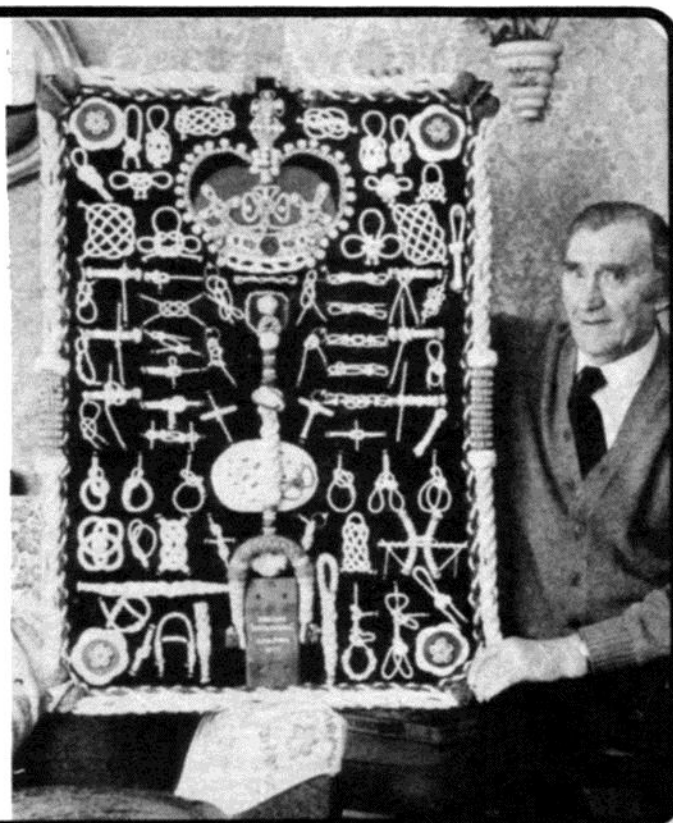
Noting the steady trickle of stories in Navy News about members of the same family serving near each other (there are two more here), Mrs. Linda Flack, of Bury St Edmunds, Suffolk, dropped us a line to tell us about her husband, serving with 809 Squadron at R.A.F. Honington; and his brother, who will both be on board H.M.S. Ark Royal next month.

"The catch is," she writes, "that their names and details are virtually the same — my husband is LREM(A) I. M. FLACK and his brother is LREM(A) B. M. FLACK."

"If this doesn't cause confusion, what will?"

Knots for the Yacht?

"Jubilee Knotstalgia" — a display of all the old knots of sailing ship days made by former chief petty officer S. J. NEAL, of Freshwater, Isle of Wight, may find a place of honour on board H.M.Y. Britannia. This was hinted to Mr. Neal and his wife when they travelled to Buckingham Palace to present his colourful tribute to the Queen — a doubly memorable occasion for Mr. Neal because he was a member of the Royal Navy guard of honour at the Palace for King George V's Silver Jubilee in 1935. A feature of the display board, which is framed with a Nelson rope border, is a replica of the Queen's crown, made of more than 80 knots.



Last and first

Recording the retirement of the Chairman of the Anti-Submarine Warfare Instructors' Association may not seem out of the ordinary — but in FCPO JOHN ASHTON's case his period of office was two - and - a - half years instead of the usual one, and he steered the association through a difficult time of change.

During his office the association changed its name from the Torpedo and Anti-Submarine Instructors' Association — so FCPO Ashton was the last chairman of the TASI's and the first of the ASWI's.

To mark his sterling service, Captain Mike O'Kelly, Captain of H.M.S. Vernon, presented FCPO Ashton with a ship's wheel barometer on behalf of the association.



Jaunties all!

Didn't they do well? H.M.S. Dryad's Regulating Staff of 1970-71 are now all Fleet Masters-at-Arms. Pictured here on H.M.S. Victory, they are (left to right) JIM MANSFIELD (Captain of the Port's Staff, Portsmouth Naval Base), DAVID MOUNCE (H.M.S. Excellent), JOE PETTINGER (H.M.S. Fearless), JOHN McDONALD (H.M.S. Victory) and DEREK ZEBEDEE (H.M.S. Defiance).



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5,000 up

Cdr. DAVID BRIDGER is pictured with the Chipmunk aircraft in which he had just completed his 5,000th flying hour in military aircraft. Now commanding officer of the Flight Safety Centre at Yeovil, Cdr. Bridger has achieved his large total during a flying career which has spanned 28 years.

During that time he has flown 23 different types of aircraft, served in ten different ships and visited every continent apart from Antarctica. He lives with his wife and four children in Somerset.



Memories of Belize

Belize has been in the news lately and one person with fresh memories of Britain's Central American colony is Navy pilot Lieut. PETER NICHOLSON (left), who spent six weeks there as part of a current two-year exchange with the R.A.F.'s 33 Squadron at Odiham in Hampshire.

Flying Puma helicopters, his work in Belize mainly involved ferrying supplies and men to and from the jungle border camps, but he also became used to pulling soldiers out of the steaming jungle.

"In many ways, the jungle is like the sea," he said. "Landing is completely impossible on most of the land we flew over and sometimes it was very difficult tying up with troops under the jungle canopy."

PEOPLE IN THE NEWS

How the Commander makes his Marx

It all looks Chinese to me, you may say . . . but the hieroglyphics in the picture below have a special meaning for Cdr. **ANDREW MARX**, the recently-appointed commander of H.M.S. Tamar, the Hong Kong Naval Base.

The Chinese "chop" or seal lies on his desk and was found in the effects of his late father, Cdr. George Marx, who commanded the Yangtse Gun Boat Squadron in H.M.S. Gannet in the early 1930s. It is still used by his son.

A Wanchai sealmaker recognized the Shuen style of the characters.

The modern Chinese version on the left of the picture shows that the seal reads MA HAK SI, a transliteration of Marx. The fourth symbol reads "seal."

The seal and box were made in Japan out of ivory, not a normal Chinese practice. Japanese boxes of this type were not used after the last war.

Cdr. Marx is the third member of his family to serve with the Royal Navy in South-East Asia. The Marx tradition began in 1864 when his grandfather entered the Royal Navy at the age of 12. He commanded the gun vessel H.M.S. Swinger in the 1880s on anti-piracy patrols around Borneo and was a 62-year-old retired Admiral at the outbreak of the First World War.



Jack and Jill meet Fritz

Getting to know the Federal German Navy better at Chatham Naval Base are OEM KEVIN IRELAND (left) and Wren DENISE NOTON. Four attack craft of the Second Fast Patrol Boat Squadron based at Oltenitz, the armed depot ships Donau and Elbe, and support ship Meersburg were visiting the Medway port at the time. The two German sailors are Fritz Treber and Hans-Dieter Ludwig.

WINGING THEIR WAY UP

Lieut. **NICK FOSTER** (left) receives the Kelly Memorial Prize from Lady **EMPSON**, wife of Admiral Sir **DEREK EMPSON**, while Sub-Lieut. **SCOTT WILSON** (right) is presented with the Bell Davies Trophy by Mrs. **BEALE**, daughter of the late Vice-Admiral R. Bell Davies.

Lady Empson is the sister of the late Lieut.-Cdr. D. P. W. Kelly, in whose name the memorial prize is awarded. It goes each year to the best General List aviator qualifying for his pilot's wings, and commemorates an outstanding naval aviator who died in a flying accident in 1957.

The Bell Davies Trophy is also awarded annually, to the best Supplementary List aviator to qualify for his wings. Sub-Lieut. Wilson is serving as second pilot of H.M.S. Norfolk's Wessex helicopter flight, and Lieut. Foster is the second pilot of H.M.S. Jupiter's Wasp flight.



TO FLY . . .

Flying α desk!

Jet travel has come to the Writer branch. **POWTR ROGER MAY** (right), is in charge of the Officers' and Outstations Pay Office at R.N. air station Yeovilton, and has decided the only way to travel is by air. Visits to outstations for pay liaison purposes sometimes take him as far afield as Manston in Kent and Lossiemouth in Scotland, usually by train.

To speed things up a bit, Airworks Services at H.M.S. Heron laid on a Hawker Hunter T.8 for Roger, who enjoyed the flight even though his stomach didn't!

Picture: L.A.(Phot) Stephen W. Thompson.



Navy News

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HELPING HANDS ... HELPING HANDS ... HELPING HANDS ... HELPING HANDS ... HELPING HANDS

Where there's a wheel there's a way

Sailors long ago discovered that there's a wheel there's a way to make money for charity. This month we have received five reports of money being raised by sponsorship of cycle events.

Members of H.M.S. BIRMINGHAM'S 3F Mess decided four pedals were better than two when LSA Robin Clarke and LCA Colin Sheard rode

from the ship at Portsmouth to the Rose and Crown, Rubery, Birmingham, in aid of Chelmsley Hospital School, Marston Green.

Rothesay's busy decorating ...



Sailors from H.M.S. ROTHESAY turned their hand to interior decorating when the ship visited Aberdeen recently. While one group painted the Cyrenian night shelter (see picture above) which accommodates people with nowhere to stay, another party pitched in to tidy up the area surrounding a women's aid hostel at Dyce.

... and Vernon's at it too!

H.M.S. VERNON also found itself in the decorating business on the house and garden of a 90-year-old man in Portsmouth. A second party helped landscape grounds at Elizabeth Fitzroy Home, Liss, near Petersfield.

Their tandem marathon raised £400 for the school, and for the last leg into Birmingham the two riders were cheered on by the rest of the mess travelling in a minibus.

About £400 was raised for the Queen's Silver Jubilee Appeal by a team of five sailors and a Wren who cycled from H.M.S. NELSON to Plymouth, while four sailors from H.M.S. KENT sailed in the opposite direction, from Devonport to Portsmouth, and raised £150 for the Heselton Orphanage near Hull.

Meanwhile in Scotland, five submariners forsook H.M.S. REPULSE to pedal from Faslane to Rosyth. They were raising money for two reasons: to give Rosyth children a party on board the Repulse, and to send a donation to the Silver Jubilee Appeal.

Bicycles were also involved in a FORT SOUTHWICK "Superstars" competition to raise money for the Silver Jubilee Appeal. Rear-Admiral William Staveley, Flag Officer Carriers and Amphibious Ships, was one of those who pedalled furiously around his headquarters in one of 13 sports contested by 26 officers and ratings on his staff.



Commodore Peter Beeson, Commodore of H.M.S. Nelson, flags off CK Malcolm Godfrey (left) and POSA Derek Fishburn, the first two of a team of six which cycled from Portsmouth to Plymouth. (Picture by LA Jim Miller)

35,000 cans . . . for charity!

While H.M.S. CHURCHILL was on the Group Five Deployment, the ship's company collected ring pulls from cans of beer and soft drinks. The ring pulls — which are of pure aluminium and can fetch a good price from scrap metal merchants — were for a young lady in Helensburgh, near Faslane, who was saving them to help buy a kidney machine. H.M.S. ANTELOPE and R.F.A. TIDEPOOL were also

persuaded to collect their ring pulls, with the result that Miss Rosemary McKelvie was presented with 35,000 of them, when the nuclear-powered Fleet submarine returned to Faslane.

Miss McKelvie has had a kidney transplant herself and needs the use of a machine each week. She is now trying to raise money for a second machine for the Dunbarton area.

Earlier this year a team of eight from H.M.S. ARROW, led by LEMN David Thomas, walked along Hadrian's Wall from Carlisle to Newcastle, then down to Sunderland, in aid of charity. The Arrow has a link with two charities based in Sunderland, the Spina Bifida Association and the Sunderland Society for the Mentally Handicapped.

The sponsored walk raised £200, and when the cheques were handed over, artist Mr. Charles Fagan presented the ship with a fine painting of her commissioning ceremony in Sunderland. Mr. Fagan has a son who suffers from spina bifida.

Thirteen leading control electrical mechanics from H.M.S. COLLINGWOOD spent three days tidying up the 1½-acre "jungle" at a Hampshire County Council home at Cosham, near Portsmouth.

During H.M.S. TIGER's four-month deployment to the Caribbean, CEMN1 Bill Skiliter went on a sponsored slim and lost 3st. His efforts raised £92, made up to £115 by a small change collection at the NAAFI canteen, for South Africa Lodge, the R.N. and R.M. children's home at Waterloo, near Portsmouth.

Two women civilian employees at H.M.S. SULTAN raised £150 for the Soldiers', Sailors' and Airmen's Families' Association. Mrs. Pam Wedge, manageress of the Sultan Club, and Mrs. Irene Jackman, manageress of the lounge bar, were behind the charity drive.

An officer and a dozen men from H.M.S. RENOWN walked the Pennine Way to raise money for charity. Led by Lieut. Guy Challands, CCEA Pat Brady and POMA Roy Noble, the thirteen submariners walked 270 miles in 10½ days.

Charity can be a gruelling haul . . .



Raising money for charity can be a gruelling experience, as 935 Class from the Ordnance School, H.M.S. COLLINGWOOD, discovered when they hauled a field gun 50 miles from Collingwood to Lyndhurst in the New Forest. The lads endured appalling "summer" weather, and raised £200 for King George's Fund for Sailors and Dr. Barnardo's Homes.

THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

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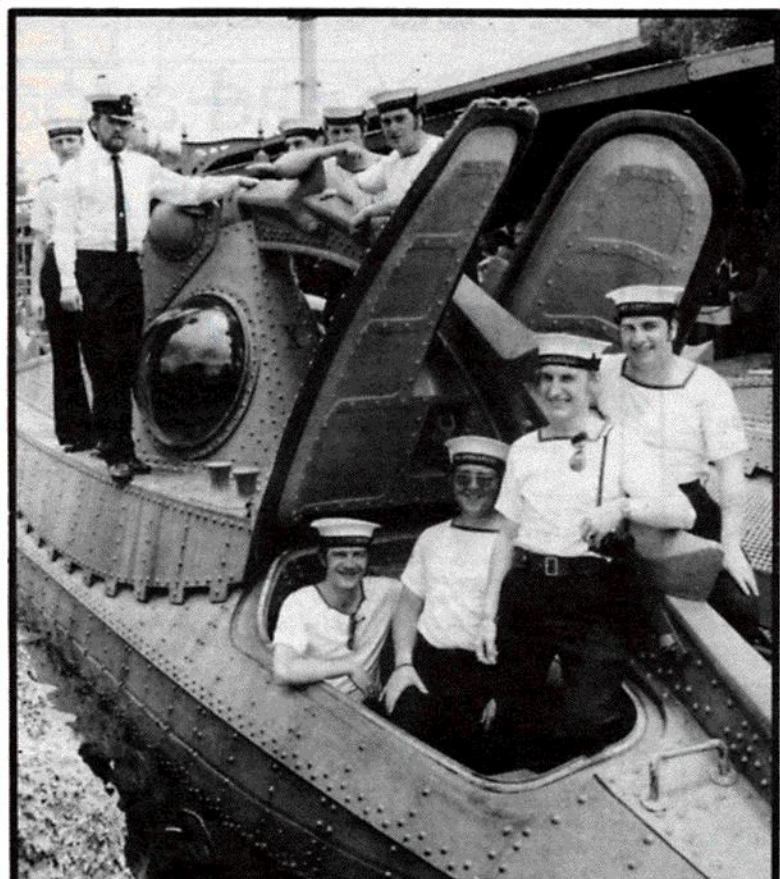
Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

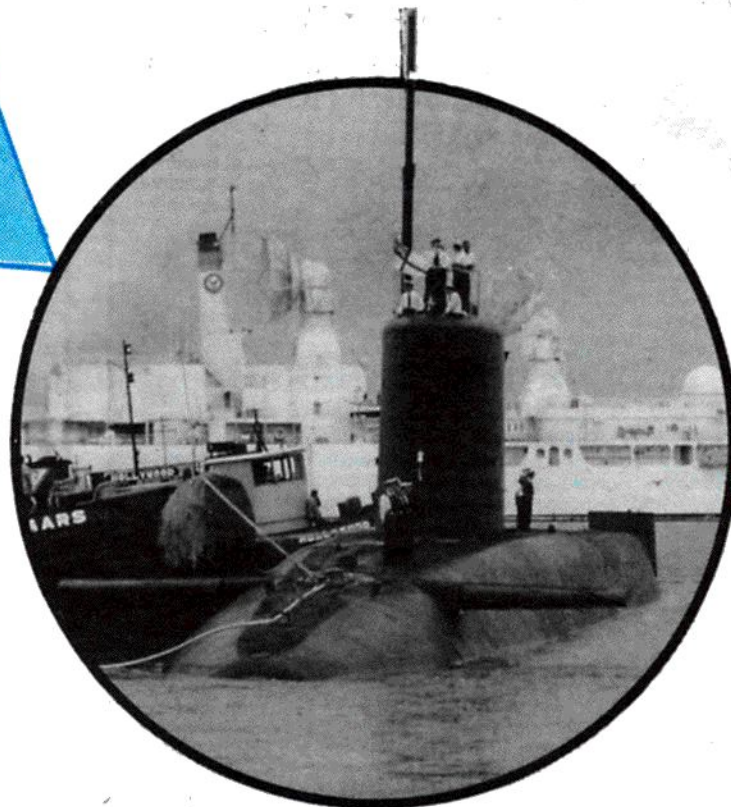
ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.



Against a background of Test Range telemetry ships based in Port Canaveral, H.M.S. Resolution is turned by tugs to berth at the end of a DASO sea day.

**For Polaris
submarines
a DASO
run to
Florida
is . . .**



'OUT OF THIS WORLD'

Above: A "Twenty Thousand Leagues Under the Sea" journey in a Disney World Nautilus submarine was an out-of-this-world busman's holiday for submariners (foreground, left to right) LS Michael Wilson, MEM1 Michael Anderson, MEM1 Trevor Yeo, LSTD Roger Jarvis and (background left to right) OS Derek Bergin, POMEM Stephen Rowland, OEM Chris Turner, AB Kenny Hope, and LS Robert Anderson.

Right: American visitors on board H.M.S. Resolution found it to be an equally out-of-this-world experience. Sisters Julia and Lisa Linkinogor, of Cocoa Beach, enjoy a periscope view of Port Canaveral, with advice from LRO W. Sallnow (left) and LCEM J. Clarke.

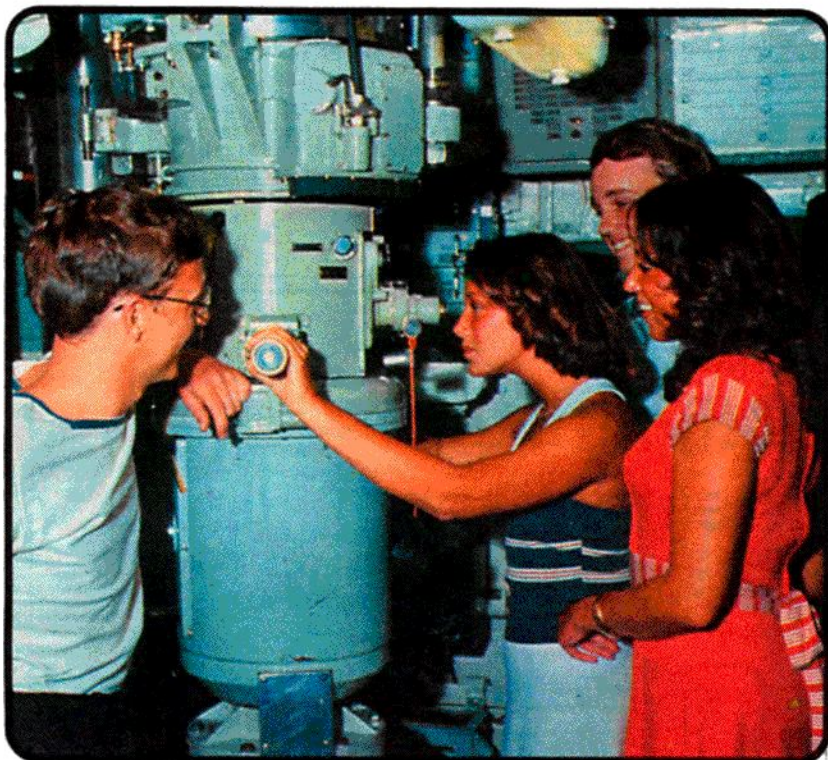
Below: Special lecturer Bert Prince of the Kennedy Space Centre dons an astronaut's space suit for inspection by CEM1 Bob England, LOEM Spike Hughes, and ALOEM Andy Campbell.

Where they are when they're at sea, where they've been, and where they're going. These are usually among the accepted top "Top Secrets" of life for most of the 1,000 members of the Royal Navy's Tenth Submarine Squadron Polaris force. But here's a story which can be told. It concerns each group of 300 submariners who form the crews of Polaris boats, for

recommissioning after a Rosyth refit. The last phase of operational work-up — an Atlantic crossing to the U.S. Air Force Eastern Missile Test Range off America's Florida coast at Cape Canaveral — is always a memorable experience.

Known by its American name as DASO (which stands for Demonstration and

Shake-down Operation and is pronounced day-so), the Florida "run" is in deadly earnest, with the two crews facing, between them, more than a month's exacting scrutiny of their missile procedures to qualify for return to the operational deterrent-patrol cycle. Their "examiners" are a combined team of top R.N. and U.S.N. experts.



H.M.S. Resolution has just completed the ninth British DASO since the Royal Navy assumed responsibility for the national contribution to NATO nuclear deterrence. Surfacing off Port Canaveral on June 10 in the hands of her Port Crew, led by Cdr. Hugh Peltor, the Resolution was making her third such visit since first commissioning.

The high-point (quite literally) of the deployment was the 100 per cent successful firing of a live Polaris missile by the Starboard Crew (Cdr. Ian Ross) on July 14. The missile came from "out of this world" — beneath the surface of the sea — and went "out of this world" — into high stratosphere and many hundreds of miles down the test range.

Also "out of this world" are the run-ashore opportunities which make the

central area of Florida one of the greatest tourist "fun" regions of the world.

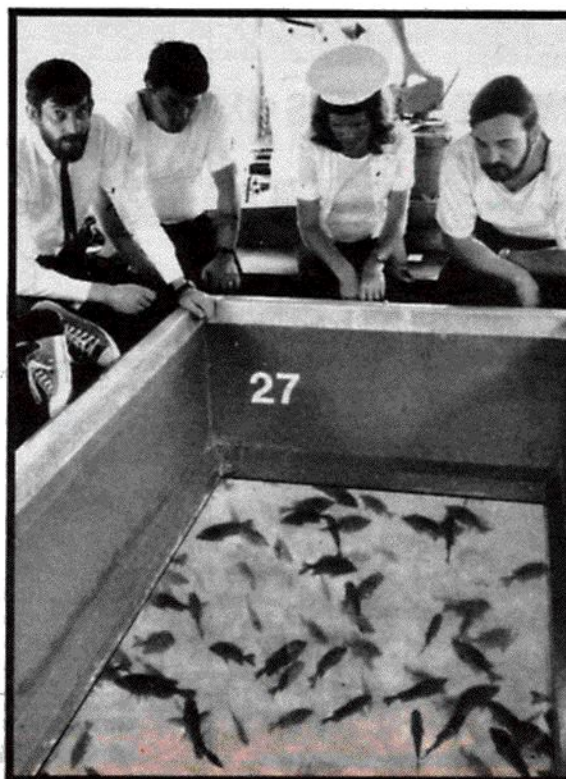
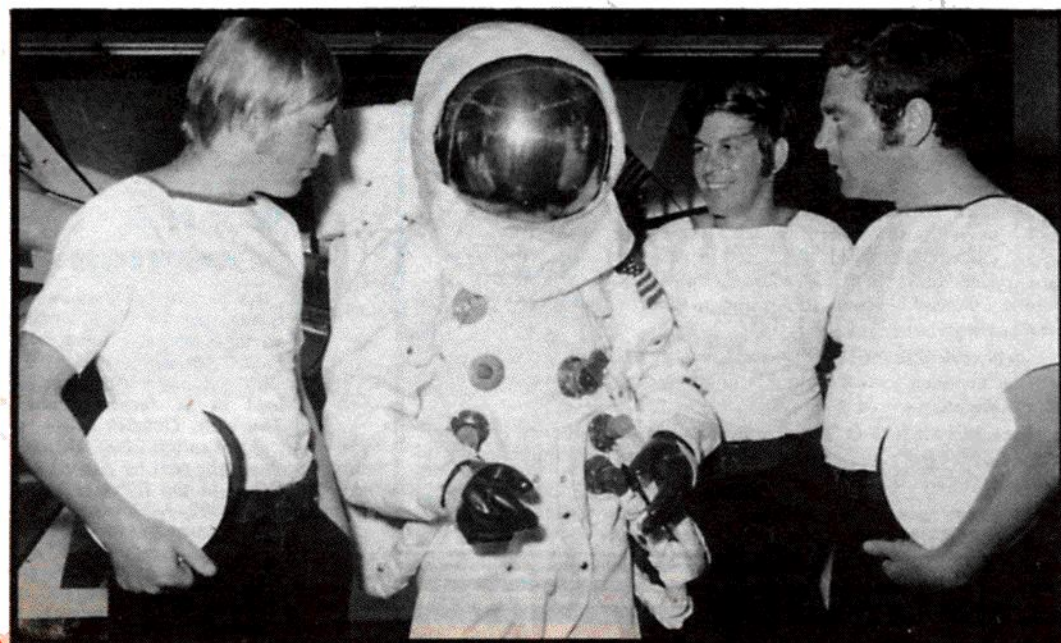
Although legendary in its own right, the Florida Disney World was, in fact, only one of 30 or so fantastic "worlds" available in the area for visits by the Resolution's officer and ratings, some accompanied by their wives.

The glass-bottomed boats of Silver Springs, the Weeki Wachee mermaids, the world's largest alligator farm at Gatorland Zoo, Sea

World, and the newly-opened Wet-n-Wild water fun-park were top attractions for men already suntanned in the 100° temperatures of the beaches and orange groves of Cocoa Beach and Port Canaveral.

DAWN LAUNCH

Even if it was possible to forget the missile-firing purpose of their own Daso, it hardly needed the spectacular launches of three other rockets to draw everyone to the vast Kennedy Space Centre. Attractions there included the 523ft. high Vehicle Assembly Building for the Apollo and other major space shots, and the Air Force Museum's park for the first American satellite and manned space flights. For the Resolution's crews, soon to be programmed for a routine of patrols out of the Faslane Clyde Submarine Base, the Florida DASO certainly took them "out of this world."



Left: This picture was not taken in an aquarium, but on board a glass-bottomed boat which gave PO John Dunn, LCK Robert Kerr, and LSTD Ross Louttit a view of the underwater world at Silver Springs.

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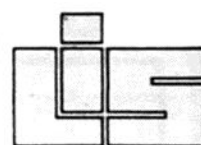
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Training the sub men of the future

A £2 million training complex in which a submarine attack team can fight a battle without leaving the "classroom" - a realistic mock-up of a submarine control room - was opened at H.M.S. Dolphin, Gosport, on July 6 by Vice-Admiral Sir Hugh Mackenzie, a former Flag Officer Submarines and "father" of the British Polaris programme.

Vast improvements in propulsion, sensor systems and weapons, and the increasing numbers of highly-skilled men needed for the modern Submarine Service, have placed great demands on training facilities. The R.N. Submarine School's new complex in Mackenzie Block will help fill the need

for advanced training of specialist crew members and is designed to take submarine training into the 21st Century.

Emphasis has been placed on realism and, with the assistance of an array of digital computers, conditions at sea will be simulated. Individuals, from junior sailors to submarine captains, will be able to undertake practical training in command operations, sonar operation and evaluation and in systems maintenance.

Nuclear submarine atmosphere control machinery will be installed to give a whole spectrum of specialist training. The new building will also house offices and tactical evaluation facilities for performance analysis and assessment.

The Block - which will not be "fully operational" for several months - has been designed to permit extensive changes in internal lay-out to enable new equipments for future submarines to be installed when the need arises. Power supplies are fed from two huge "nacelles" on the side of the building and carried through ducts in the floors to the various simulator compartments and modules.

OPEN DAY

Porpoise and Oberon-class submarines of the First Submarine Squadron, based at H.M.S. Dolphin, opened their hatches to the public on July 2.

W.R.N.S. RECEPTION

As part of the diamond jubilee celebrations of the Women's Services, a reception for serving and former officers of the W.R.N.S., W.R.A.C. and W.R.A.F. is to be held in St James's Palace, on Thursday, October 27.

Application for tickets (£5) should be sent by August 31 to the Office of the Director W.R.N.S., Room 309, Archway Block South, Old Admiralty Building, Spring Gardens, London SW1A 2BE. Cheques should be made payable to the Director W.R.N.S. Allocation of the tickets may be by ballot.

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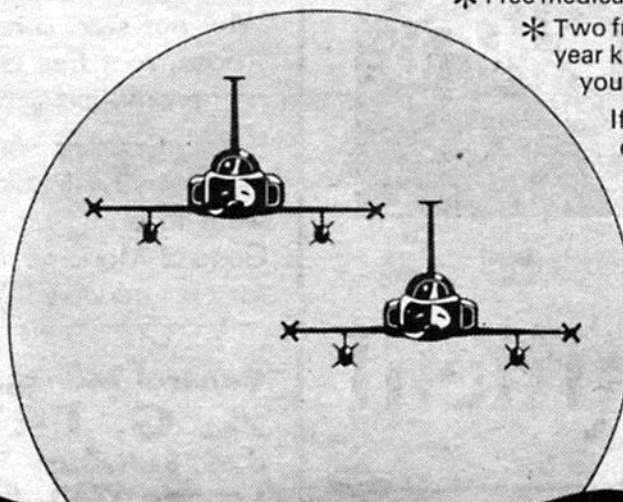
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Duties cover highly skilled Telecommunications / electronic work, including the construction, installation, maintenance and testing of radio and radar telecommunications equipment and advanced computer and analytic machinery.

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Opportunities for service overseas.

Candidates must be UK residents.

Further particulars and Application forms available from:
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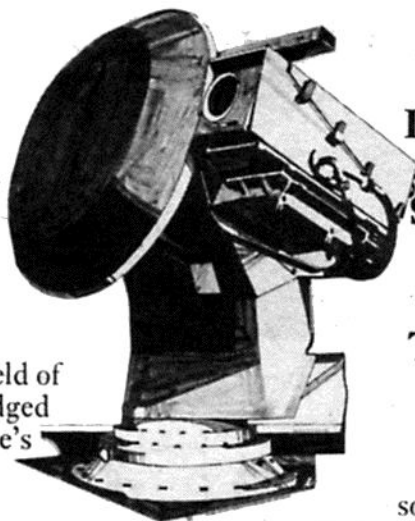
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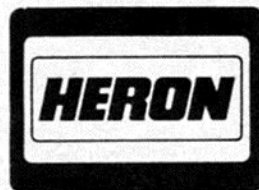
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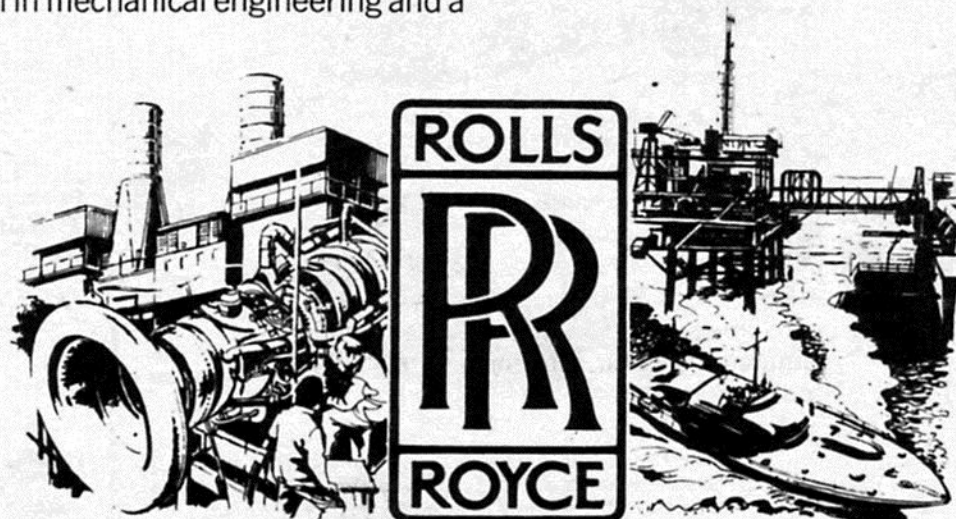
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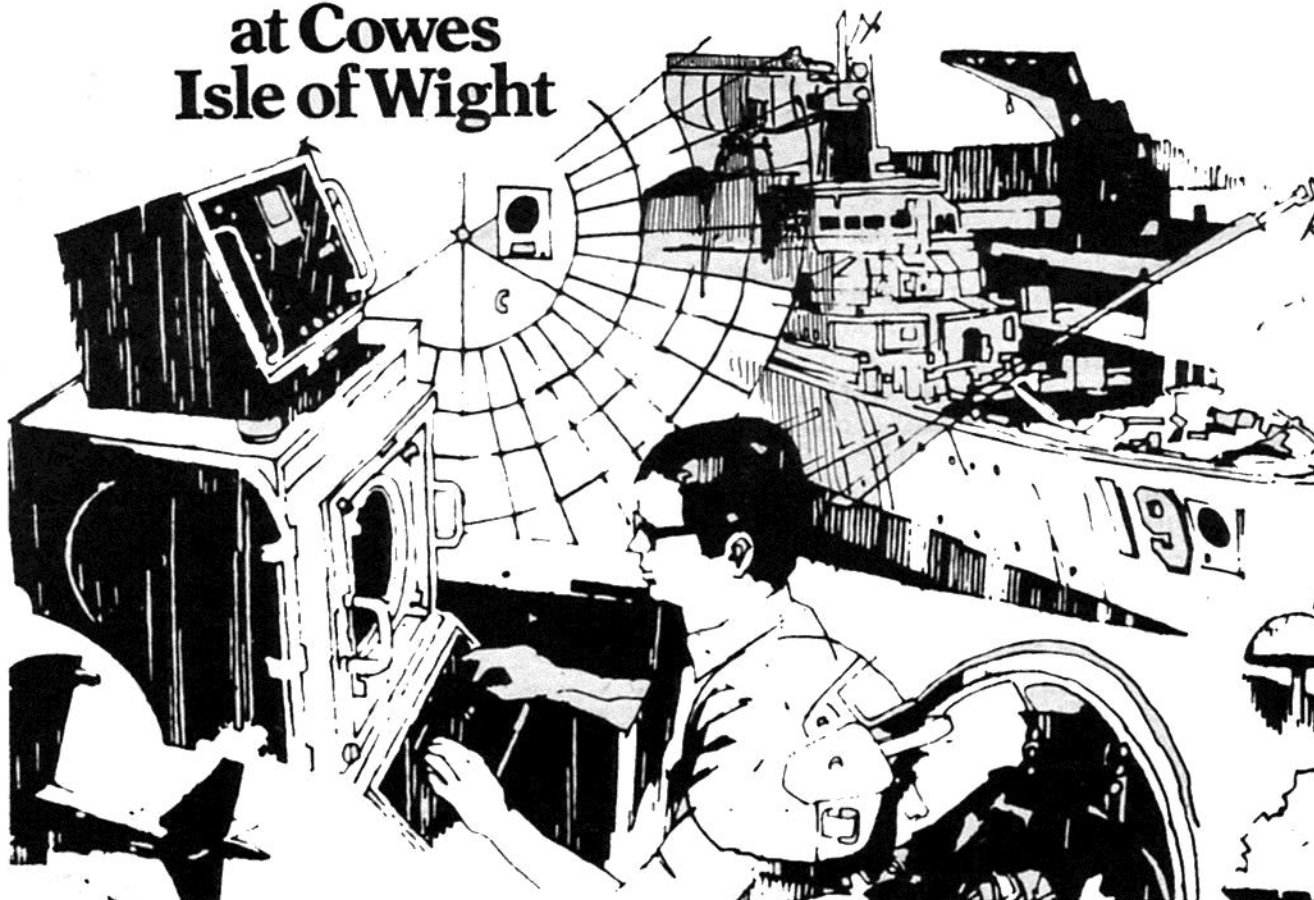
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Daedalus marksman's Bisley triumph

The R.N. Small Arms meeting at Bisley from June 29 to July 9 was a triumph for CPO Mick Reed of H.M.S. Daedalus. He carried off the R.N. Service rifle championship, the target rifle championship, and the Service pistol championship, writes Roger Herbert-Smith.

These achievements won him the Ramsay Trophy as R.N. Small Arms Champion, a title for which he was runner-up last year.

CPO Reed had already won the smallbore pistol championship for the fourth year in succession, and in the National Rifle Association meeting which followed the Navy competitions at Bisley, won the Service Pistol Cup by three points and the Keymer Cup for the highest aggregate by a naval competitor in this event and the Inter-Service pistol match.

JUBILEE MEDAL

CPO Reed also won the Silver Jubilee R.N.R.A. medal for the highest aggregate of scores made in all the individual Service rifle competitions in the Navy meeting, and the Simbang Cup for the top score in the match fired on an electric target range. In this he twice succeeded in making one more hit than the highest number possible!

The Queen's Medal for the champion shot of the Royal Navy and the Royal Marines was won by an R.M. competitor for the second year running. WO2 Jake Laidlaw of C.T.C.R.M., who was runner-up last year and in 1973, and third in 1974, at last became champion, finishing 16 points ahead of CPO Reed who was also second three years ago.

AA3 Ball, a promising young shot from H.M.S. Daedalus, won the Service Rifle Tyro Championship and the Bounton Cup, scoring 25 points more than CPO Keith Hallam (H.M.S. Dolphin) who was the target Rifle Tyro Champion and also won the Kendall Trophy for the best score by a newcomer in the sub-machine gun championship.

RETAINED

CPO Peter Hobson (Cochrane) came from behind to retain the SMG championship which he won last year. At the end of Stage IV he



Admiral Sir Henry Leach, Commander-in-Chief Fleet, presents the Ramsay Trophy, the R.N. Service Rifle Champion's Cup, and the Silver Jubilee R.N.R.A. medal to CPO Mick Reed of H.M.S. Daedalus.

was lying equal fourth, 30 points behind the leader, CPO Alan Wombell (Excellent). In the next stage he drew level with CPO Wombell, making the very good score of 125, and in the final he nosed ahead by two points.

CPO Hobson also won the N.R.A. silver medal by scoring 73 out of 75 in the target rifle match at 600 yards. This was the same score as he made last year when he finished second after a tie shoot. In the target rifle championship he was runner-up, one point behind CPO Reed.

Other individual successes were gained by CPO Smith (Pembroke) who won the N.R.A. bronze medal for the highest score in the final stage of the pistol championship, in which he finished runner-up overall to CPO Reed, and the Hutton Tankard for the best individual score in the Service rifle match for the General's Cup.

NAVAL AIR

In the team events, Naval Air Command won three of the four major Inter-Command matches - the Aldershot Cup, and the Inter-Command rifle and pistol cups - while Plymouth and Scotland won the Inter-Command Sub-Machine Gun Cup in spite of making a bad start.

The Chatham Cup for rifle tiles and the Hutton Trophy for pistol tiles were both won

by Portsmouth and Medway, the latter for the first time for 17 years. They also won the Air Command Cup (long range target rifle), the Trotter Cup (the electric target range match) and the Moving Target Match Cup.

Air Command were victorious in the Portsmouth Cup (rifle team snaphooting) and the Devonport Cup (beating the butts) while Plymouth and Scotland won the Simonds Bowl (SMG tiles) and the General's Prize (the UIT pistol match).

WHITEHEAD CUP

In the National Rifle Association meeting, the Royal Navy won the Whitehead Cup for the Inter-Service pistol match for the second year running, five of the team scoring 100 points or more, and were second to the Royal Air Force in the Inter-Service long range match, only two points behind.

The Navy's positions in the other Inter-Service matches were disappointing. In spite of scoring 63 points more than last year, the Rifle VIII could finish no higher than fourth in the United Service Cup which was won by the Army with a record score under the present conditions.

The Army also made a record score in the Inter-Service sub-machine gun match in which the Navy came fifth out of six. The Inter-Service short range match was won by the Royal Canadian Army Cadets for the first time with a score only three points less than the record set by the Navy in 1973. This time, although their score was their best since that year, the Navy were again fifth.

BURDWAN CUP

The Burdwan Cup, awarded to the Service with the best record in the five Inter-Service matches, was won easily by the Army with the Royal Air Force second, the Royal Navy third and the Royal Marines fourth.

In the inter-unit competitions of the N.R.A. meeting, Plymouth and Scotland won the Service pistol tyros' team match and Air Command were runners-up in the sub-machine gun tiles and the pistol tiles knock-out competitions.

Outstanding individual success by a naval competitor was CPO Tab Hunter's winning of the Service pistol gold badge as a tyro. He also won the Service pistol medals and the Service pistol tyros competition.

SUPERIORITY

These wins, in addition to the Navy's victory in the Whitehead, and CPO Reed's winning of the Service Pistol Cup, emphasised naval superiority with the Service pistol at Bisley.

The winner of the "advancing men" competition, Capt. John Watkins R.M., is also serving in a naval establishment, H.M.S. Excellent.

Two serving R.N. competitors reached the final stage of the Queen's Prize, Lieut.-Cdr. John Adshead (Dryad) and LAM Mick Mifflin (Daedalus), from an entry of more than 1,200.

Lieut.-Cdr. Adshead was also the top naval shot in the Grand Aggregate for the second year running, finishing 31st out of 802 entries.

LAM Mifflin won the Loder Cup for the highest score by a Service competitor in the first stage of the Queen's Prize and had the distinction of being the only man to shoot for the Navy in all six Inter-Service matches.

Sport in brief

Royal Marines, Plymouth and Medway won the R.N. Women's inter-group athletics championships at Victory Stadium. Second were Air and Scotland, and third Portsmouth. CWREN Jane Walsh (H.M.S. Raleigh) won five events - the 100m., 200m., 400m., 800m., and long jump.

★ ★ ★

H.M.S. Sultan won the inter-establishment volleyball minor tournament held at H.M.S. Nelson last month. Sultan beat H.M.S. Excellent 15-3, 15-1, in the final. H.M.S. Daedalus and H.M.S. Heron were the beaten semi-finalists.

★ ★ ★

Portsmouth won the Navy's junior swimming championships held at H.M.S. Raleigh on July 1 and 2. The Portsmouth team also won the water polo, beating Naval Air Command 6-1 in the final, and took the 1m. springboard and 3m. firmboard diving titles. Plymouth were second in the swimming, with Naval Air Command third.

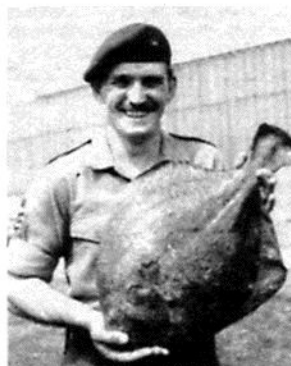
★ ★ ★

771 Naval Air Squadron easily won an inter-part swimming gala held at R.N. air station Culdrose sports centre. The squadron team won six out of 11 events.

★ ★ ★

H.M.S. Nubian beat H.M.S. Jupiter 1-0 after extra time to win the Midi-ships soccer cup final. CEM Tam Mack scored the goal that gave Nubian the trophy.

John's fine catch



Col. Sgt. John Spencer (C.T.C.R.M.) caught this fine turbot when he joined members of the H.M.S. Defiance Fishing Club off Plymouth. The fish weighed 8lb. 4oz. and was caught on a mackerel strip.

★ ★ ★

R.N. Air station Yeovilton won the Naval Air Command swimming and water polo championships. Culdrose were second in the swimming, followed by Portland and Daedalus. In the women's competition, Yeovilton again took the trophy, followed by Culdrose, Portland, Neptune, and Daedalus.

★ ★ ★

Naval Air Command finished first in the R.N. junior athletic championships, followed on the points board by Plymouth, Portsmouth, Scotland, and Royal Marines.

SPORT

R.N. cricket squad named

Thirteen players have been named for the Royal Navy's five cricket matches between August 2 and 10, including the Inter-Service tournament at the United Services Ground, Portsmouth. The teams will be selected from Lieut.-Cdr. Ken Langley (Captain, Dolphin), Lieut.-Cdr. Mike Gretton (R.N.E.C. Greenwich), Lieut.-Cdr. Roger Moylan-Jones (Gannet), Lieut.-Cdr. John Lucas (Collingwood), Lieut.-Cdr. Gordon Grace

(Apollo), Lieut. Peter Bowden (Seahawk), Lieut. Peter Fogden (Vernon), Lieut. Mike Robinson (Seahawk), Lieut. Bob Fulton (40 Cdo), MEA David Stracey, PO John Michels (Sultan), POWTR Tony Izzard (Centurion) and WTR Andy Collier (Norfolk).

The matches are against United London Banks (August 2), M.C.C. Young Cricketers (4), Club Cricket Conference (5), Army (9) and R.A.F. (10).

Navy's bowling proves costly

Although the results of mid-season Navy cricket matches have not looked good on paper, there have been many satisfying aspects, writes **Derek Oakley**. In all but one innings, the Royal Navy have scored more than 200, a statistic that bodes well for the Inter-Service tournament at United Services Ground, Portsmouth, from August 9-11.

Games have been lost, however, because opponents have taken full advantage of a bowling attack lacking variety and penetration.

Against Sussex II, the Navy bowlers took charge after the visitors had put on 83 for the first wicket. PO John Michels, Lieut.-Cdr. John Lucas, Lieut. Steve Mackay, MECH Eric Whyte and POWTR Tony Izzard shared the wickets as Sussex were restricted to 168-9 off their 55 overs.

When the Navy batted, Lieut.-Cdr. Mike Gretton went early to the very quick bowling of Pigott, but Capt. Gerry Wells-Cole and Izzard were well on the way to putting the Navy on top when rain stopped play.

Sussex II 168-9 (Izzard 2-5, Michels 2-34, Mackay 2-25); R.N. 46-1 (Wells-Cole 38 not out). Match drawn.

R.N. v. DEVON

Although two days in Plymouth against strong opposition resulted in two defeats, the games were of value in sorting out teams for the rest of the season. At Exeter, Devon started slowly against excellent pace bowling by Lieut. Peter Bowden (2-44), and a final total of 211 should have been an easy task.

Runs, however, proved difficult to get, and although Lieut. Bob Fulton (40 not out) and John Lucas added 65 in 42 minutes, it was too late to threaten the Devon score.

Devon 211-7 (Bowden 2-44, Grace 2-48); R.N. 175-6 (Lucas 44, Fulton 40 not out). Devon won by 36 runs.

R.N. v. CIVIL SERVICE

At Mount Wise the following day, Civil Service powered to 256-5 off their 55 overs. Bowden's first nine overs cost nine runs, but a late onslaught saw 64 taken off his last six overs. The other bowlers were treated with no more respect.

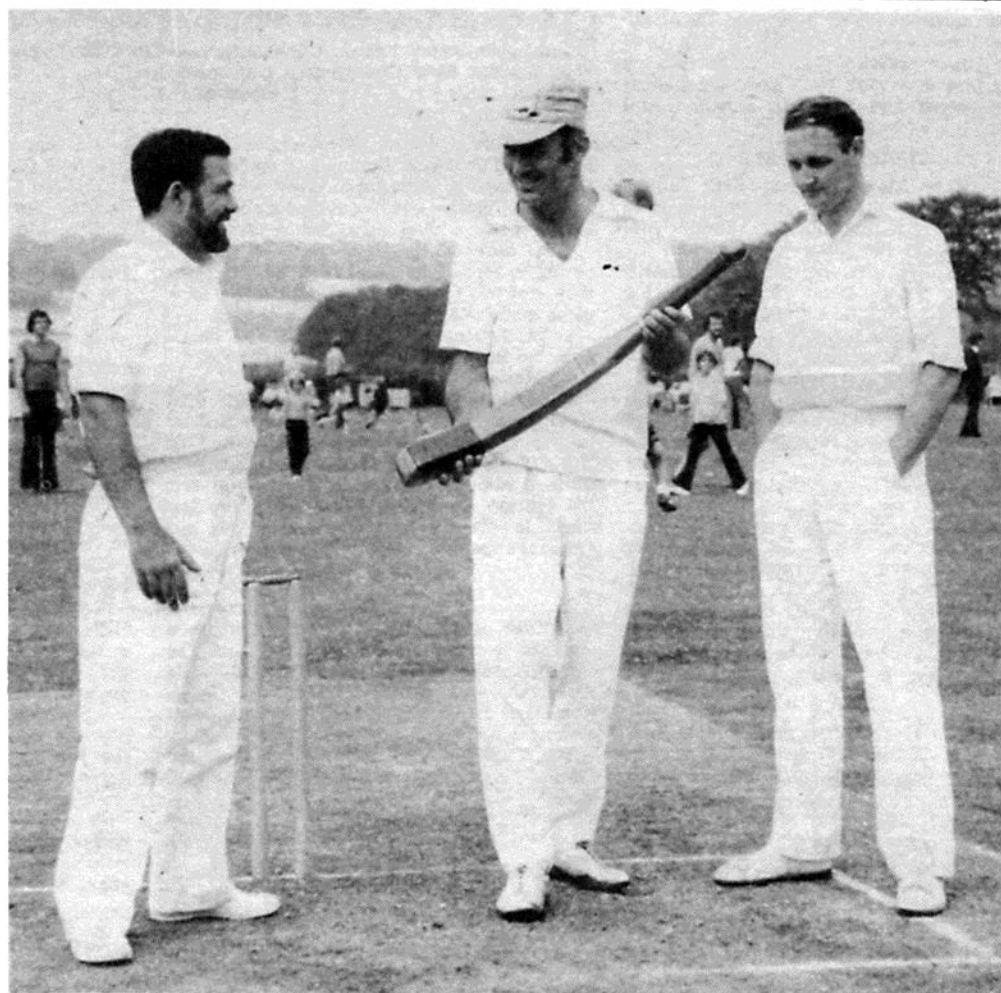
The Navy's reply was dominated by a splendid 96 from Tony Izzard, but the Civil Service defensive tactics were just too good, and the Navy fell short by 42 runs.

Civil Service 256-5; R.N. 214-8 (Izzard 96, Whyte 29, Robinson 23, Grace 23). Civil Service won by 42 runs.

R.N. v. QUIDNUNCS

A total of 897 runs was scored in the two-day match at Portsmouth against Quidnuncs (Cambridge University past and present). Tony Izzard once again fell just before a much-deserved century. Lieut. Tony Ellis's power driving left the fielders with tingling fingers, and WTR Andy Collier swung the bat for a cheerful 41.

Although John Michels took a wicket with the first ball of the innings, Australian Brian Elsegood scored 86 in 89 minutes off 60 balls and Quidnuncs raced to a declaration of 218 off 46 overs. Mike Gretton got the Navy's



WO John Roke prepares to "toss up" with a replica 1750 cricket bat to decide who bats first in the annual match between H.M.S. Nelson's Wardroom and FCPOs' and CPOs' Mess at Hambledon's historic Broadhalfpenny Down ground. Looking on are FCPO Frank Baker (left), president of his mess, and Lieut.-Cdr. Barry Brooking, captain of the Wardroom XI. The officers won by scoring 154-6 in reply to the senior rates' 151-4 off 30 overs.

second innings off to a good start, ably supported by Izzard and Lieut. Peter Fogden. A feature of the early batting was the splendid running between the wickets. Gordon Grace and John Lucas set about the later bowling, the former scoring 51 off 38 balls.

Set 231 in 2½ hours, Elsegood once more started at a rattling pace. He scored 59 off 44 balls before falling to an acrobatic boundary catch by 12th man Lieut. Nick Harris off the last ball before tea.

MEA David Stracey took two more wickets with his left arm chinamen before Charlie Bean and Chris Aworth stroked the ball gloriously all round the field in the gathering gloom to see Quidnuncs home with three overs to spare.

R.N. 222-7 (Izzard 95, Collier 41, Ellis 34) and 226-5 (Gretton 76, Grace 51, Lucas 33 not out); Quidnuncs 218-5 (Elsegood 86, Aworth 71 not out; Michels 2-75) and 231-5 (Aworth 79, Elsegood 59; Stracey 3-76). Quidnuncs won by five wickets.

Portsmouth rowing regatta

During R.N. Portsmouth Rowing Club's regatta at Horsea Island Lake on July 23, the third of three coxed fours boats bought by the R.N.R.C. was launched.

The boats, which cost £1,500 each, were bought with the help of the Fleet Amenities Fund and Nuffield Trust.

The regatta attracted naval teams from Portsmouth area, Northwood, Yeovilton, Dartmouth and Plymouth, as well as several civilian clubs.

Open Sculls — 1, Andrews (R.N.E.C.); 2, Guild (R.N. Portsmouth); 3, Orenden (H.M.S. Heron).

Beginners' sculls — 1, Tilline (R.N.E.C.); 2, Brown (H.M.S. Ajax); 3, Allison (H.M.S. Collingwood).

Ladies fours — 1, Alpha R.C.; 2, H.M.S. Heron; 3, H.M.S. Collingwood.

Cyclists regain track title

The Navy cycling team of Lieut. Clive Jackson (Portland), CPO Army Pearson (Daedalus), LA Pete Smith (Daedalus), LA Pete Foster (Collingwood) and PO Brian Hill (Collingwood) regained the Inter-Service track title for the first time in many years.

The win was a highly convincing one, with the Navy winning four out of five events on the Reading track. Individual champion was Foster, who is hitting the right form for this month's national track championships at Leicester.

The Navy had to settle for second place behind the R.A.F. in both Inter-Service ten and 50 mile time trials, held in the Reading area during the same week-end as the track championships.

Jane runs into Inter-Service record book

Royal Navy athletes won two titles at the Inter-Service championships at R.A.F. Cosford on July 13. Once again the Navy finished third, with the hosts winning both men's and women's team trophies.

CWREN Jane Walsh (H.M.S. Raleigh) found stamina and aggression over the last 70m. to win the first event of the championships, the women's 800m. Her winning time of 2min. 17.2sec. was an Inter-Service championships best performance, and broke her own Navy record by five seconds. CWREN Walsh also finished third in the 400m.

The second track event, the men's 400m. hurdles, saw another win for the Navy. LAM Ty Lewis (Heron) has placed in the race every time he has competed, but the first place has always eluded him. On this occasion he came through to win in 55.6sec., his best time of the season.

Lewis's athletics career will be seriously curtailed when he joins H.M.S. Hermes at the end of this month.

INJURIES

Navy athletics coach RELMN(A) Trevor Walhen, who was forced to switch from decathlon to the throwing events at the beginning of the season because of repeated hamstring injuries, had his best Inter-Service to date, placing second in the shot with 14.80m. and third in the discus with 43.70m. In both events he finished one ahead of Col. Sgt. Ted Kellend (42 Cdo R.M.).

EMA Niel McPhee (Heron), who will also be out of action at the end of the season with a draft to H.M.S. Hermes, came through a bad patch to gain a third in the pole vault. He cleared 3.60m., a height also attained by POPT Sandy Ellis (Juno), who finished fourth.

MNE Austin Woodin (R.M. Poole) was third in the 400m. behind two very good runners. Placed fourth last year, Woodin has worked hard in training and competition for the Royal Navy over the past year and returned a season's best of 49.5sec. He also ran a personal best in the 200m. to finish fourth in 22.6 sec.

CREDIT DUE

Credit is due to Cpl Dave Needham (R.M. Poole) for running a personal best 3min. 59.1sec. to finish fifth in the 1,500m., and to CEA Terry Price (Collingwood), who also achieved a personal best of 16.1 sec. to finish fifth in the 110m. hurdles.

WREN Jane Pickering (Drake) broke her own Navy record in finishing second in the discus behind international Venessa



CWREN JANE WALSH

Head of the Army. LWREN Maggie Johnson (Osprey) had two thirds with 26.4sec. in the 200m. and a 4.90m. long jump.

With many international athletes in the Forces, the standard of Inter-Service competition is very high. The Navy team is consistently weakened by the demands of sea service, because to compete at this level of the sport requires at least three years of hard training.

Six Navy athletes were due to represent the Combined Services against Southern Counties and Middlesex at Crystal Palace on August 3. They were RELMN(A) Walhen, LAM Lewis, MNE Woodin, Col. Sgt. Kellend, MECH M. Johnson (Sultan) and Lieut. Rees Ward (R.N.E.C. Manadon).

FCPO Dinger Bell (R.N.D.Q.) pulled out his best throws of the season to win the hammer (42.92m.) and place second in the discus (35.84m.) at the National Veterans Championship, 45 to 50 years class, at Hendon. The results ensured FCPO Bell of his ticket to the World Veterans Championship at Gothenburg, Sweden, this month.

In the medals

These four young swimmers from H.M.S. Vernon returned with a total of 15 junior and seven Inter-Service gold medals from the R.N. junior and Inter-Service swimming championships. From left they are JS Adrian Noble, SEA Neville Dunn, LPTI Bob Aindow (coach), JS Simon Jacobson and SEA Steve Whitley. In front of them are their individual medals, the Glasgow Cup for inter-command diving, the H.M.S. Victory water polo trophy, and the Penang Cup for inter-command junior swimming.



SPORT

ADVENTURE READY FOR WORLD RACE

Naval interest — and hopes — will be high when the world's longest and toughest ocean sailing competition starts from Portsmouth at the end of this month.

On the starting line off Southsea Castle will be the Joint Service entry Adventure, veteran of the 1973-74 race. Winner of that race, Mexican washing machine millionaire Raimon Carlin, will be firing the cannon that sets the 17 entrants on their

27,500-mile marathon.

Adventure has spent the last few weeks in hectic preparation at Hornet, the Joint Service Sailing Centre at Gosport. From June 29 to July 22 she was out of the water for a mini refit. In addition to a new mast, boom

and rigging, she was fitted with a second radio to augment her standard set, and special built-in food stowages.

To ensure their self-sufficiency, crew members for the first leg to Cape Town received crash courses in such subjects as sailmaking, carpentry and radio maintenance.

By August 20 a mountain of stores and equipment is due to be stowed aboard the Nicholson 55 before she joins the other entrants at H.M.S. Vernon. There her crew will meet the men and women they will be racing against while their boats are inspected by the Royal Naval Sailing Association to make sure they comply with the race rules.



CPO Jim Saltonstall (Hermione) leads the Fleet team to victory in the Inter-Command dinghy championships at Faslane in his last appearance in Navy sailing before becoming the national yacht racing coach for the Royal Yacht Association.

Picture by LA P. Brown.

Admiral's Cup men



Lieut. Tony Higham (left), of H.M.S. Lewiston, and Lieut.-Cdr. Don Budge (H.M.S. Vernon), will both be sailing for Great Britain in the Admiral's Cup during Cowes Week. A third naval officer, Lieut.-Cdr. Peter Bruce (Haslar), will also be involved in the competition, which culminates in the 610-mile Fastnet classic.

The British boats, Marionette, Moonshine and Yeoman XX, will be defending the trophy against a score of nations. Lieut.-Cdr. Bruce will be navigating Moonshine, and Lieut. Higham and Lieut.-Cdr. Budge, both members of Adventure's Cape Town to Sydney crew in the 1973 Whitbread Round-the-World race, will be in Marionette.

DOCTOR

Adventure's race managers are hoping to have a naval doctor in the Cape Town-Auckland crew after all. Plans were upset when the doctor originally earmarked for the second leg had to withdraw.

Now Surgn.-Lieut. Nick Morgan of R.N. hospital Stonehouse has put his name forward for the berth, and arrangements are being made for him to do a trial at Hornet on August 23.

Adventure is one of three yachts attempting the world race a second time. The others are Great Britain II and the French boat 33 Export. Among the entries are Robin Knox-Johnson, John Ridgway, Leslie Williams, and Clare Frances. It is still not certain whether Chay Blythe will be taking a part in the race.

FLEET DOMINATES COMMAND SAILING

The Fleet team has won two major Inter-Command sailing events held this year, the Claud Barry Cup and the Robertshaw Cup.

The former trophy was sailed for in Bosuns at Faslane, where despite the efforts of Portsmouth and Air, Fleet helmsmen Lieut. David Howlett (Achilles), Lieut. David Wines (Falmouth), CPO Jim Saltonstall (Hermione) and REMN Rick Hanslip (Galatea) emerged unbeaten and victorious.

Sunny weather again greeted the seven Command teams assembled at Seaview on the Isle of

Wight to contest the Robertshaw Cup in Mermaid keelboats on July 7-8. Although a quite different Fleet team was selected, due to ship movements and non-availabilities, they again won the final with Portsmouth runners-up. The Fleet helmsmen on this occasion were Lieut.-Cdr. Mike Tattersall (Ark Royal), Lieut.-Cdr. Malcolm Shirley (Britannia), Lieut. Rick Aylard (Fox) and Lieut. David Wines (Falmouth).

Fleet are now hoping to complete a unique grand slam by winning the Holt Cup Inter-command event in Lark dinghies at Plymouth in October.

Dolphin win angling contest

COEL Peter Payne led H.M.S. Dolphin to victory in the team event of the fifth annual Royal Navy coarse angling championships, held on July 13 on the Warwickshire Avon at Evesham.

Payne's personal catch of 12lb. 11oz. also brought him victory in the 77-strong individual competition. Second in this section was MEA(P)1 Ike Bamford (Dolphin) 7lb. 10oz.; third was NAMI(AE) Bob Mortimer (Daedalus) 6lb. 4oz.; and fourth LEM(A) Bob Grove (R.N. Buccaneer Unit, R.A.F. Honington) 4lb. 9oz.

The team event was won by H.M.S. Dolphin A, consisting of COEL Payne, CPO Dave Stonehouse, POMEM Bob Friend and CMEM Florrie Forbes. Second were P.R.N. and R.M.C.A.A. Associates, and third H.M.S. Heron D.

Golfers find July unlucky, as usual

July has seldom been a lucky month for Navy golf and 1977 proved to be no exception, writes John Weekes. Matches against Dunbartonshire and the Civil Service both ended in defeat for the Navy.

On the 9th and 10th the Royal Navy golf team visited Cardross where they played a side from Dunbartonshire. It was not the county's first team as that is made up of scratch golfers or better, but their President's team — golfers of low single figures.

Success was minimal and what there was came mostly in the morning foursomes. Lieut.-Cdr. Alec Wallace (H.M.S. Caledonia) partnered CPO David Brecken (H.M.S. Nubian) and won on the last green, while REM Ken Taylor (H.M.S. Sovereign) and Lieut.-Cdr. David Christie won their match rather more easily.

The afternoon singles were started with high hopes but this turned out to be wishful thinking. David Christie was the only winner, beating the President of Dunbartonshire Golf Union.

The name must be fortunate as the only other Navy golfer to salvage a score was Lieut.-Cdr.

David Sandford (H.M.S. Blake) who managed a halved match. He was a reserve until the last minute and did particularly well considering his journey from Portsmouth on the previous day.

Perhaps there is a lesson to be learned from this match: the majority of our points were scored by Navy golfers either stationed in or coming from Scotland!

On July 19 the Navy met the Civil Service at North Hants Golf Club. Like the Dunbartonshire match, this had several close games but most of them were finally won by the opposition. The result was a defeat by 12½ to 2½.

Navy golf course busy

The Navy's Southwick Park Golf Club now has 163 members and is planning matches against other clubs in the area. Eight trophy competitions in June and

The "old firm" of Cdr. Brian Gallagher and Lieut.-Cdr. Ron McLean won their foursome handsomely, but by coincidence both lost their singles on the last green. Both have been playing golf for the Royal Navy for many years and their combination of skill and experience is not easily equalled by our more youthful team members.

No Navy golf article would be complete without a mention of H.M.S. Collingwood's Lieut. Malcolm Edmunds. This time he hammered the Somerset county champion by six and five and emerged our only singles winner. The near inevitability of his victories should not be allowed

to fool you; to beat a scratch golfer by this margin requires one to play golf of a much higher calibre than most of us would even dream about.

Making his first appearance in the R.N. golf team was CPO Maurice Jackson of Plymouth Command. He achieved a most respectable half in his afternoon singles to show that he remains very much on form after winning the Plymouth Command Championship.

The 1977 R.N. open golf championship takes place at Yeovil Golf Club on September 1 and 2, with August 31 as practice day. Apart from the 36 nominated by Commands for the Inter-Command stroke-play run concurrently, there are 14 places for individual entrants. Names to Command secretaries or to myself (Titchfield 42314) by closing date August 15 (after that on the reserve list). The handicap limit is 10. Other details from the same sources.

WHEN WHAT AND WHERE

AUGUST

- 1/2 — Tennis: Inter-Service championships (All England Club, Wimbledon).
- 2 — Cricket: R.N. v. United Banks (Portsmouth).
- 4 — Cricket: R.N. v. M.C.C. Young Cricketers (Portsmouth).
- 5 — Cricket: R.N. v. Club Cricket Conference (London).
- 6/7 — Kayak: R.N. sprint and long distance championships (Bradford-on-Avon).
- 10 — Sailing: Fastnet Race starts.
- 7 — Cycling: Inter-Services and R.N. 100mi TT (Exeter).
- 9 — Cricket: R.N. v. Army (Portsmouth).
- 10 — Cricket: R.N. v. R.A.F. (Portsmouth).
- 10/11 — Swimming: Inter-Service championships (swimming, diving and water polo) (R.A.F. Cranwell).
- 13/14 — Kayak: Inter-club championships (Holme Pierrepont).
- 14 — Cycling: Inter-Services and R.N. 30mi TT (Emsworth).
- 21 — Kayak: Lichfield LD (Lichfield); Cycling: Inter-Services and R.N. 12hr TT (Ringwood).
- 27 — Sailing: Start of Round-the-World-Yacht-Race (Portsmouth).
- 27/29 — Kayak: National LD championships (Harlow).
- 31/2 Sept — Golf: Inter-Command stroke play and R.N. open championships (Yeovil).

SEPTEMBER (1st week)

- 3/4 — Cycling: Inter-Service two-day race (S. Hants).
- 4 — Kayak: Tay Descent LD (Perthshire).

HALCYON DAYS AT ROSYTH

Fine weather, a good turn-out, and the chance of winning a new Mini combined to make Rosyth Navy Fair a resounding success.

More than 12,000 attended the event at the Rosyth Fleet Grounds, raising about £8,500 for local and naval charities.

The Mini was won by Police Constable Edward Cartmel, stationed at Dunfermline.

Rosyth Naval Base was open to the public on July 9 and 10, when ships open for viewing included the frigates Zulu, Gurkha, and Eastbourne; the MCM vessels Maxton and Gavinton, and the submarine Cachalot.

A Sea King from 819 Squadron at Prestwick is pictured providing an exciting display astern of the Gurkha.



Picture: LA (Phot) Jim Miller

THAT'S CROWNED IT!

Now the (LREG) Joneses can keep up with each other

The Royal Navy now has its first Leading Wren Regulators — and the one pictured her forms half of an all-Reg. marriage partnership.

Among the Wrens who opened a new era for the R.N. Regulating Branch in July was Moira Jones, one of four girls who completed the same Leading Regulators' course and examination as seven male candidates.

Moria, seen with husband Leading Regulator Richard Jones, joined the W.R.N.S. in 1972 and has been a Wren Writer (G). Sharing the same domestic watchbill at their Hilsea home is one matter, but this is unlikely to continue in the same Regulating office in the immediate future. Moira is now on the staff of the Naval Provost Marshal, Portsmouth, while Richard is serving in H.M.S. Fearless.

The other three girls who made history after completing the first "mixed" Leading Regs. course were Leading Wrens Wendy Precious and Pam Blinkhorn, and Wren Fran Murray. And future W.R.N.S. ratings will join the Regulating world by "sideways" recruitment

at the leading rate instead of PO level.

Since becoming subject to the Naval Discipline Act, W.R.N.S. Regulators can operate on the same legal basis as their male counterparts and give orders with the same authority. The effects of the decision to integrate R.N. and W.R.N.S. Regulating duties more closely will, however, be seen only gradually.

A number of billets suitable for men and women have already been identified but initially the policy is for not more than 25 per cent of the present male billet allocation to be filled by female ratings in any one establishment. Eventually, it is planned to have unified Regulating offices.

It is, however, being stressed that there is to be no change in the training, role and advancement prospects of the R.N. Regulators and separate rosters will be maintained.

Details of entry and training for the W.R.N.S. ratings are given in DCI RN 438, which outlines the "closer alignment" of male and female Regulators.

BIG 'CATCH' FOR JERSEY

Divers in Pacific clean-up



A hat-trick of successes among the fish poachers is reported from the latest patrol of the Island class H.M.S. Jersey.

When she sailed from Rosyth at the end of June for duty in the vast north-eastern sector of the 200-mile fishery limit, the offshore patrol vessel was operating in an area where earlier this year she had detained a Russian ship, the first-ever poacher in the extended fishery limits.

Soon another "catch" followed with the prosecution of a French trawler at Plymouth.

The latest patrol was only a few days old when the Jersey detected a Swedish long liner illegally fishing for ling north of the Shetlands. She was escorted to Lerwick and prosecuted.

Penalties

Two days after the Jersey left Lerwick a large Dutch stern trawler was caught defying the herring fishing ban and was also taken to Lerwick, where penalties totalling £55,000 were imposed.

Thirty-six hours after completion of the case, the Jersey's eagle eyes picked out a Swedish trawler carrying out some illegal fishing.

In taking pride in her success rate, particularly in view of some of the criticism which has been levelled at the Island class, the Jersey points out that her sister ship H.M.S. Orkney has also played her part.

Fines and penalties totalling

And Graham 'nets' a fisherman

When a non-swimming local fisherman fell into the harbour while H.M.S. Jersey was berthed in Lerwick, MEM Graham Tonge dived in from the patrol vessel's stern to save him.

MEM Tonge, who had been working on the Jersey's quarterdeck, was able to get the fisherman to a nearby boat, where other members of the ship's company helped to get him out of the water.

£52,000 were imposed at Aberdeen after a Dutch trawler was caught by H.M.S. Yarmouth fishing for herring inside the 200-mile limit.

Eleven naval clearance divers are included in a 13-man team due to leave Britain on August 16 to clear bombs, mines and other assorted explosives on islands in the South Pacific. Work on six minefields laid by the Americans during the Second World War is included.

The work is expected to take about two months and initially the team will be led by Cdr Guy Worsley.

The expedition is a sequel to an operation earlier this year when six members of the Fleet Clearance diving team flew to the Gilbert Islands and Tuvalu (formerly the Ellice Islands) to access the quantity of assorted ironmongery left there since the end of the war and clear as much as possible in the time available.

Working in difficult conditions, and led by Lieut-Cdr Pat Gale, the team disposed of an assortment of ordnance, much of it highly dangerous. Items dealt with included grenades, mines, mortar bombs, hundreds of shells, 27 500lb. bombs and two 1,000lb. bombs.

41 Cdo stays

Plans to disband 41 Cdo., R.M., which has been operating as a company group in Malta, have been dropped and it will now re-form at Deal in September.

The Commando will be reconstituted with 500 men, ultimately increasing to about 700, as part of Britain's NATO commitment, and it will also be available for service in Northern Ireland.

Royals put through paces

Exercise Forest Venture 77 put the Royal Marines through their paces in Scotland, the Solent area, and on Dartmoor in the first three weeks of July.

The naval forces involved included H.M.S. Hermes, with Sea King and Wessex helicopters embarked, H.M.S. Fearless, four R.F.A. vessels — Sir Geraint, Sir Lancelot, the Retainer, and the Olwen — and a combat ship of the Royal Netherlands Navy, the Poolster.

No Calcutta for Capt Curry

A lone Indian yachtsman whose ageing craft failed him soon after passing the Isle of Wight on a projected U.K.-Calcutta trip, found himself at the centre of an extensive rescue op.

Captain Curry (as the national papers called him) was picked up by an Argentinian ship and transferred to R.N. Hospital Haslar by an S.A.R. helicopter from Lee-on-Solent.

Meanwhile his floundering yacht was taken on board by H.M.S. Blake and later brought into Portsmouth.

Belize operation

With military activity by Guatemala on its border with the British central American colony of Belize, Army and R.A.F. reinforcements were sent from the U.K., and H.M.S. Achilles was operating in the area, with R.F.A. support. Later she was replaced by H.M.S. Ariadne.

Balloon goes up for Matapan . . .

The 3,835-ton sonar trials ship H.M.S. Matapan enters Portsmouth Harbour for the last time, paying off pennant suspended from a large balloon. One of the flags on show was a Stars and Stripes representing the American involvement in the ship's programme.

A former Battle class destroyer, she was completed in 1947 and then spent more than 20 years in Reserve before a two-year conversion to her new role which also gave her a new look. She was recommissioned in 1973.

A July departure from Portsmouth was the frigate Ulster, which paid off several years ago after a long career which included extensive action in the Second World War. She has been used for accommodation for cadets and children, and was being towed westwards for training and accommodation use by H.M.S. Raleigh.



Picture: CPO (Phot) Tony Wilson